

# THE ILLUSTRATED LONDON NEWS.



No. 522.—VOL. XIX.]

SATURDAY, OCTOBER 11, 1851.

{ TWO NUMBERS, 1s.  
WITH LARGE VIEW, GRATIS.

## CLOSE OF THE EXHIBITION.

THIS day closes the Great Exhibition of 1851. The marvellous Palace of Crystal, with the varied and splendid repertory of skill and ingenuity, of art and science, which for the last six months it has exposed to the view of millions of admiring spectators, is to be henceforth shut against all except those interested in the dispersion of its treasures. In the course of a few days the work of dismantling will begin. A new bustle and excitement will succeed to the roar of the applauding people who rushed in such astonishing numbers to its fairy avenues. The pleasure-seekers will disappear—the equipages of the wealthy will no more block up the approaches—the humbler vehicles of the people will cease to deposit their living cargoes at its doors—waggons and carts will supersede them all—and the sound of the hammer, the hoisting of heavy goods, the ejaculations of porters, the creaking of cranes and pulleys, and the rumble of heavy wheels, will for many weeks to come render Hyde Park and its purlies a scene of even greater animation than it has been since the memorable 1st of May.

Thus fades and perishes, grows dim, and dies,  
All that the world is proud of.

Whether the Palace itself was to share the fate of its contents, was long a doubtful and an interesting question. We presume that all doubt is now at an end upon this point; and that, although the press, with a rare unanimity, was loudly and earnestly in favour of retaining it as a permanent addition to the few public buildings in London of which an Englishman cares to boast, and although the people were so convinced that such an act of Vandalism as its demolition was so incredible that they did not even take the trouble to petition or remonstrate against the designs or whims of the few who entertained a contrary opinion—the Building must come down. The fiat of destruction appears to have gone forth, and we suppose that in a few months the glittering Palace of iron and glass, the most unique and remarkable building in the world, will be as entirely a thing of the past, as the ice-palace of the Empress of Russia that thawed in the summer sun, or the hanging gardens and glittering halls of a Babylon, shorn of its glory three thousand years ago. Perhaps, if we looked only to the romance and sentiment of the Great Exhibition, it would be better that such should be the case, and that the Crystal Palace, and its marvellous garniture of wealth and beauty, should exist only in the imagination of the present and future generations; and that no visible and palpable remnants of it should continue upon the solid earth to disprove imagination by reality, and to withdraw the scene from the regions of tradition and mythology into those of actual matter of fact in our hard and working world.

But whether the Building shall be wholly demolished, or whether it shall remain where it stands, or be taken to pieces only to be reconstructed upon a site which shall have the advantage of displeasing and inconveniencing nobody, and whether or not any portion of the works of beauty and utility that are now congregated within it shall be reserved for the permanent enjoyment of the people and the adornment of the capital, the Great Exhibition must be considered a thing of the past. It has served its end, and stands upon record as the most gratifying and surprising event of our time. As a mere show, the history of the world offers no parallel or rival to it; and if at any previous period of its existence it was not popular or marvellous enough to satisfy the sanguine expectations of the most sanguine of its promoters, the scenes enacted within it during the last week would of themselves be more than sufficient to render it almost fabulously grand. Such multitudes never before met in such an area, or in any covered area since the world began; and we may justly boast of the good sense and the good temper, of the head and of the heart of the British people, who upon this as well as upon former occasions have shown themselves a multitude without becoming a mob; and who, without any other object than the gratification of a laudable curiosity, have read the whole civilised world an admirable lesson of peace, order, and self-respect. Had the Exhibition done nothing else, it would not have been established in vain; and we are fain to hope, that, should it have elicited no new merit, should it have promoted the improvement of no branch of industry, and should art, science, and manufactures have gained nothing by it, the moral influence it has exercised will be beneficially felt in all the civilised nations of the earth. But we are far from indulging in any such idea as that it will have proved useless for the more immediate purposes for which it was started. It cannot fail, either now or at some period not distant, to exercise a very considerable influence upon the arts and industry, as well as upon the commerce and international relationship of the world. The amount of that influence it is at present impossible to determine, and perhaps idle to speculate upon, but

that it will be altogether imperceptible or even trifling in amount, it would assuredly be still more idle to deny.

The Exhibition, though finally closed and on the eve of dispersion, will not speedily be forgotten. At this moment, without ignoring the fact that all the circumstances connected with it are not to be looked at with commendation, and that some errors, both of omission and commission, on the part of many of those who were influentially concerned in its management, have been and are felt, and will yet have to be commented upon by those who represent the public opinion of the country, we think it ill-timed to dwell upon them. There is a time for all things; and the triumphant close of the Exhibition is not the time for ill-natured, even if just criticism. The Exhibition, upon the whole, has been a great success, and must have far surpassed the expectations, not only in a pecuniary but in a far more elevated sense, of those who originated it, and carried it through evil as well as through good report, through doubt, difficulty, and peril, as well as through the sunshine of popular favour, to its final triumph. In that light we, in common, we believe, with the large majority of the public, are well contented to look upon it. Success, like charity, covers a multitude of sins; and if the sins that might be laid at the doors of

the Exhibitors were very much more heinous than they are, its promoters and conductors would still have abundant reason to remember with pride in all their future lives the part they took in the great and gratifying event, which will ever throw a halo upon the memory of the year 1851.

We must not forget, however, that the Exhibition does not die childless. As was said in France, and as is still said in all constitutional and hereditary Monarchies, "Le Roi est mort, vive le Roi!" The Exhibition is defunct, and will speedily be interred, but its heir remains in the comfortable shape of nearly £300,000 sterling, to be expended hereafter in furtherance of objects similar to its own. The proper application of this large fund, if not yet finally decided upon, will, no doubt, occupy for some weeks or months the anxious attention of the Royal Commissioners; and the country will expect in due time a determination worthy of the source of the money and the occasion of its investment. If, by the lapse of an Exhibition designed originally to be temporary, we shall possess hereafter a permanent structure—the seat of an institution for the encouragement of industry, art, and science, endowed with a liberality worthy of its objects—we shall have another reason to be grateful to the



LOUIS KOSSUTH.—(SEE NEXT PAGE.)







HAVANAH.—PART OF THE HARBOUR.—FORT OF ATARES, WHERE THE 50 INVADERS WERE SHOT.

## THE LATE EXPEDITION AGAINST CUBA.

By the Royal mail steamship *Niagara*, arrived at Liverpool on Monday, we have advices from Havannah to the 17th ult. Most of the prisoners, with the exception of the wounded, had been shipped for Spain. Before their departure from Havannah they wrote a letter of thanks to the British Consul-General, to the British Consulate, and to the American and British citizens of Havannah generally, for their kindness and generosity.

A correspondent of the *New York Tribune* describes the prisoners as brought to the city in different lots: as fast as they arrived they were shorn of their hair, chained two together, and placed all in one long saloon in the prison. During the first few days it was exceedingly difficult to obtain permission to speak to them. The British Consul, Mr. C. W. Ward, did so on the first day, and, accompanied by his secretary Mr. W. Sydney Smith, who had been present in his exertions on their behalf, gave them the first cheering words. On the next day Mr. Allen F. Owen, the American Consul, asked for and obtained permission, and, told them that "the President had proclaimed them without the pale of the law, and he could do nothing for them." Mr. Smith continued to visit them twice daily, taking them small comforts and speaking in the language by which means he improved in a very great degree their situation. He took up a subscription among the English residents for the purpose of providing extra clothing for those who were British subjects, and the secretary of the British Society, in consequence of receiving a letter from Captain Schlicht, went to see them, and subsequently provided for the Germans in the same manner as the English Consul had provided for his countrymen.

On Monday morning they had coffee and bread before going on board. Besides what they received from the Government, each man had a pea-jacket, a woollen shirt, a pair of pants, a pair of stockings, and a tin pot; and on board ship were placed for their use 825 lb. of chocolate, 2

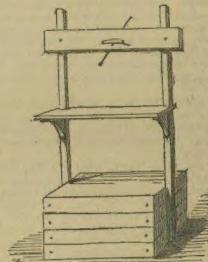
boxes of tobacco, 9 barrels of vinegar, and some small stores, and the sum of 725 dollars was placed in the hands of Captain Ortiz, of the *Primeras de Guasimela*, for general distribution on arrival at the port of destination. Besides this, the German Society gave Captain Ortiz 126 dollars for the Germans, and several persons left sums for individuals. They embarked in high spirits and excellent health, all desiring a most affectionate farewell to be sent to their friends, with assurances of their high hopes of a speedy release.

By aid of a Correspondent, we are enabled to illustrate the locality of the execution of the invaders under General Lopez.

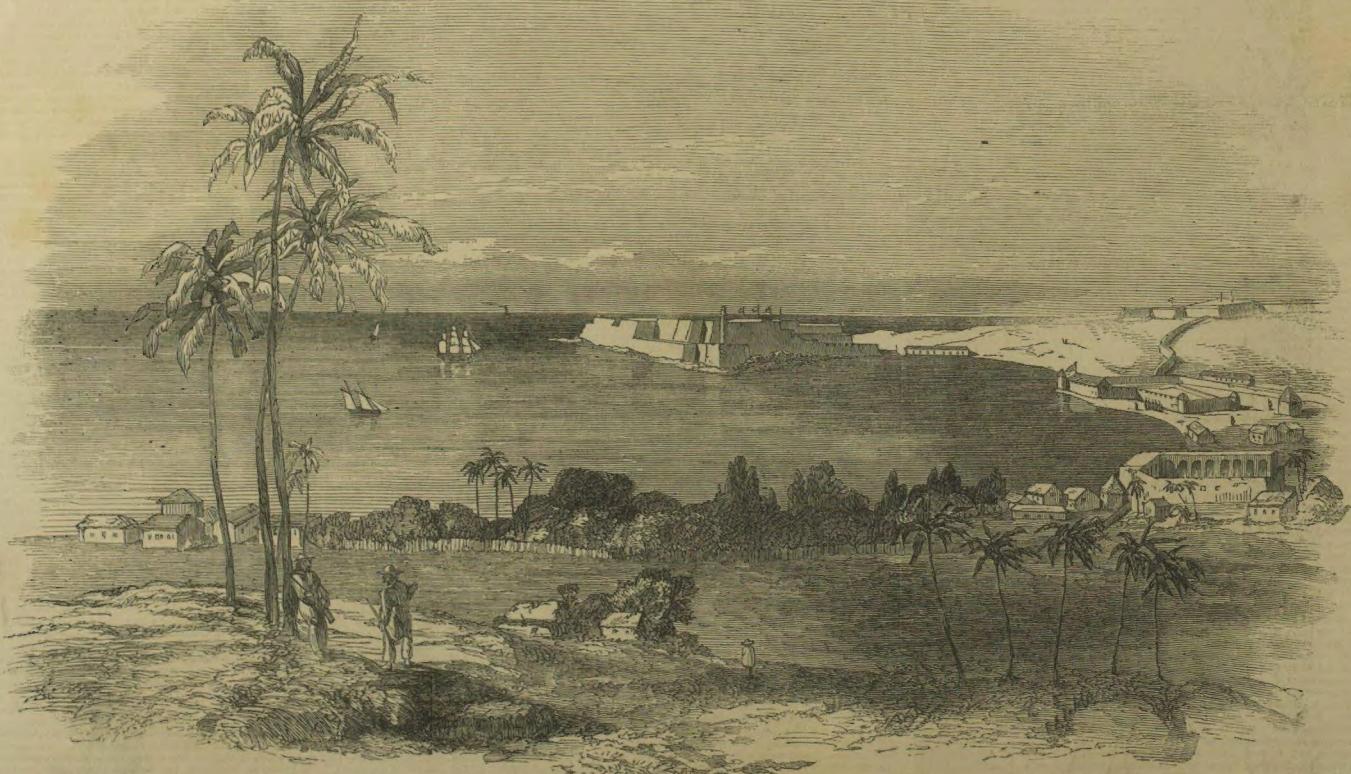
In the central distance of the first View is shown the fort of Atares, where the fifty American and other prisoners were shot. To the left is the Prince's Fort, and below is the suburb of Jesse Maria. Part of the harbour of Havannah is shown, and to the right the city of Havannah.

In the second View is shown the entrance to Havannah, from the Prince's Fort, distant about two miles. In the centre is the Moro Castle and light-houses; on the right is the Punta, in front of which, facing the harbour, Lopez was executed. Beyond is the fortress of Cabana, one of the strongest in the world. The outward bound schooner, between the Moro and the Punta, shows the entrance to Havannah harbour. Every vessel entering the port is telegraphed by signals; and such houses as do not command a view of the Moro, reflect the signals by means of looking-glasses affixed to some lofty part of the premises.

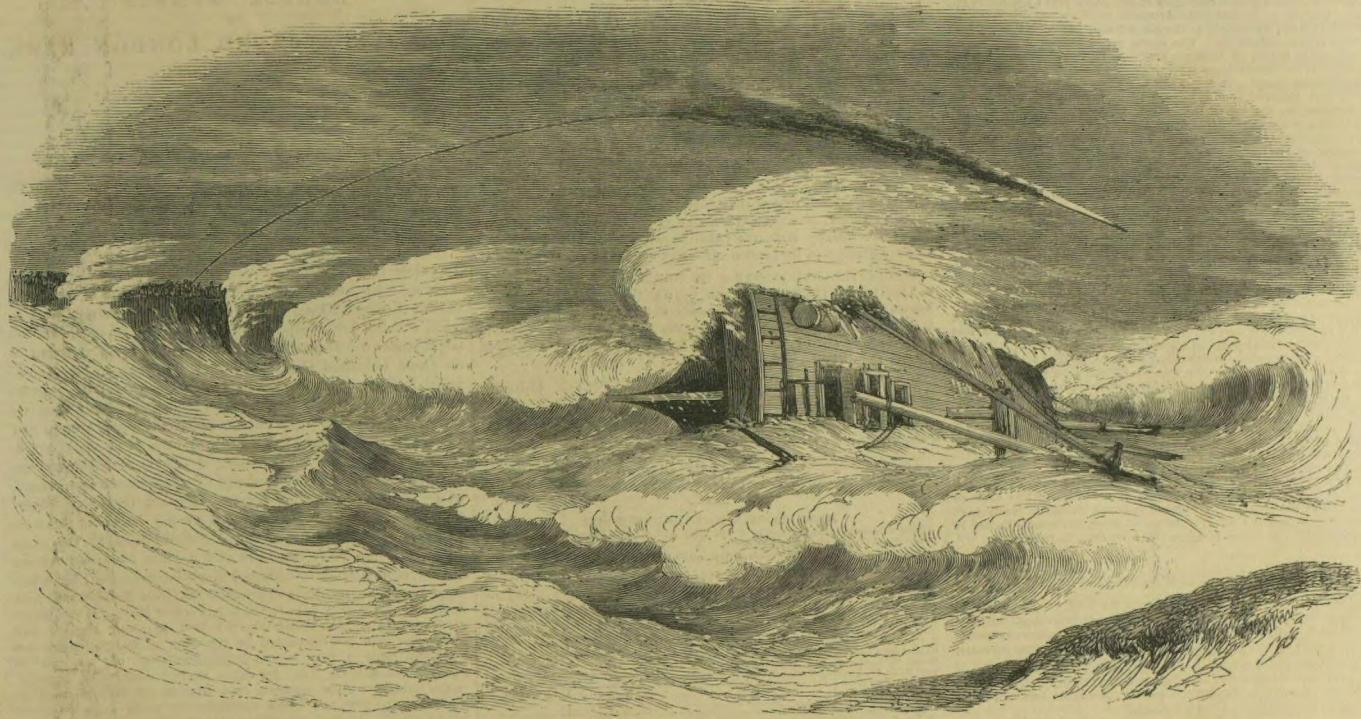
Between the two Views is shown the garrote, the instrument by which Lopez was executed. This Sketch is chiefly given to prove, that, so far from being barbarous, the garrote, however degrading, is really the most instantaneous and humane mode of execution that can be devised. A collar is passed round the neck of the culprit, and introduced through a board at the back of the head when a single turn of a screw tightens the collar, so as to produce immediate strangulation.



THE GAROTTE.



ENTRANCE TO HAVANAH, FROM THE FUERTE DEL PRINCIPE.



WRECK OF THE "MARY GRAY," UPON THE LONGSEAR ROCKS, SEATON CAREW, DURHAM.—FIRING CARTE'S ROCKET.

## STORM AND WRECK UPON THE LONGSEAR ROCKS, DURHAM.

On the 26th ult. the north-east coast of England was visited by a violent storm, which has been productive of much damage to the shipping.

Our Engraving represents the wreck of the *Mary Gray*, of Montrose,

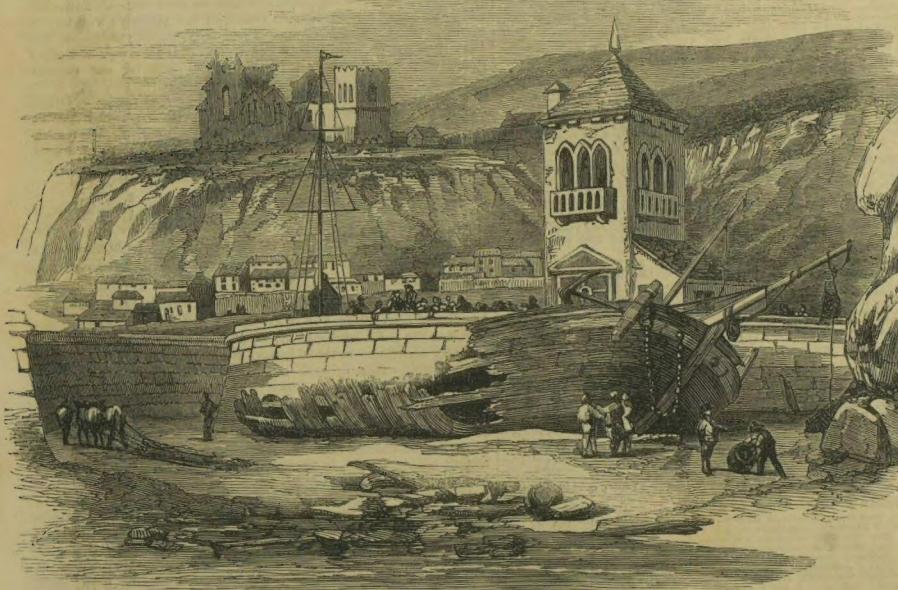
seven of the crew of the brig *Roseau*, of Dundee, lost at the same time was again launched, and succeeded in making fast to the wreck. As, however, she thus hung on by a rope and grapnel, her broadside was exposed to the enormous breakers, which extended as far as the eye could reach, and twice it was thought she would have upset. One of these mountain waves struck her with such violence as to throw three

of her crew over her gunwale, and one of these had a narrow escape was landed at Seaton Carew, and immediately attended by a surgeon. The gallant attempt of the life-boat being thus rendered abortive, Carte's rockets were next resorted to, and the fourth discharge the line was sent exactly over the middle of the wreck. The crew were, however, by this time, reduced to such a state of exhaustion as to be unable to haul in the necessary hawser, life-preservers, &c., and those engaged in attempts to relieve them from their awful situation scarcely knew what steps to take when it was suggested to warp a large bottle of hot coffee (containing a table-spoonful of rum) to the men in the mariners. Its effect was admirable. It afterwards appeared that they had not tasted food that day. Renewed strength was given them the hawser was drawn over to the wreck, one of Carte's life-preservers rigged as a chair, and one by one the sailors were safely brought to land, and the cheers of the crowds upon the neighbouring cliff, after they had remained exposed to a tremendous sea upon the broadside of their ship for upwards of six hours.

Five of the crew of the *Roseau*, before referred to as wrecked at the same place, were also most gallantly rescued by the life-boat belonging to the Hartlepool West Dock; but not before one of the sailors had died in the rigging, and another been unhappily lost in attempting to board the boat.

## STORM AND SHIPWRECK OFF WHITBY, YORKSHIRE.

DURING the whole of Thursday afternoon and night of the 25th ult., there prevailed along the eastern coast of the island a fearful storm of wind and rain, the disastrous effects of which were felt off the shores of Northumberland, Durham, and Yorkshire, in the destruction of several noble vessels, together with much damage to the smaller craft, consisting mainly of fishing-boats engaged in the herring fishery along the line

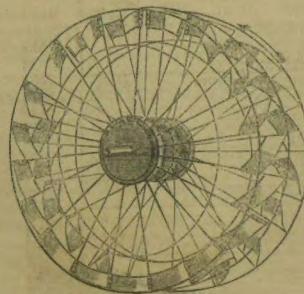
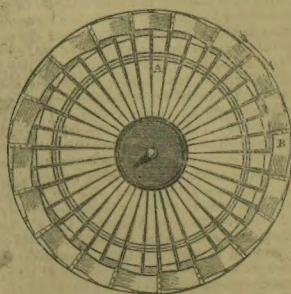


WRECK OF THE BRIGS "MARY" AND "HOPE," AT WHITBY, YORKSHIRE.

upon the Longsear Rocks, near Seaton Carew, in the county of Durham. The unfortunate vessel first struck about 11 A.M., at the distance of about half a mile from the shore; one hour afterwards she capsized, and drifted amid a tremendous sea to within 100 yards of the cliffs. The four men who formed her crew clung to the main shrouds, and were covered with clouds of spray from every sea which struck the wreck.

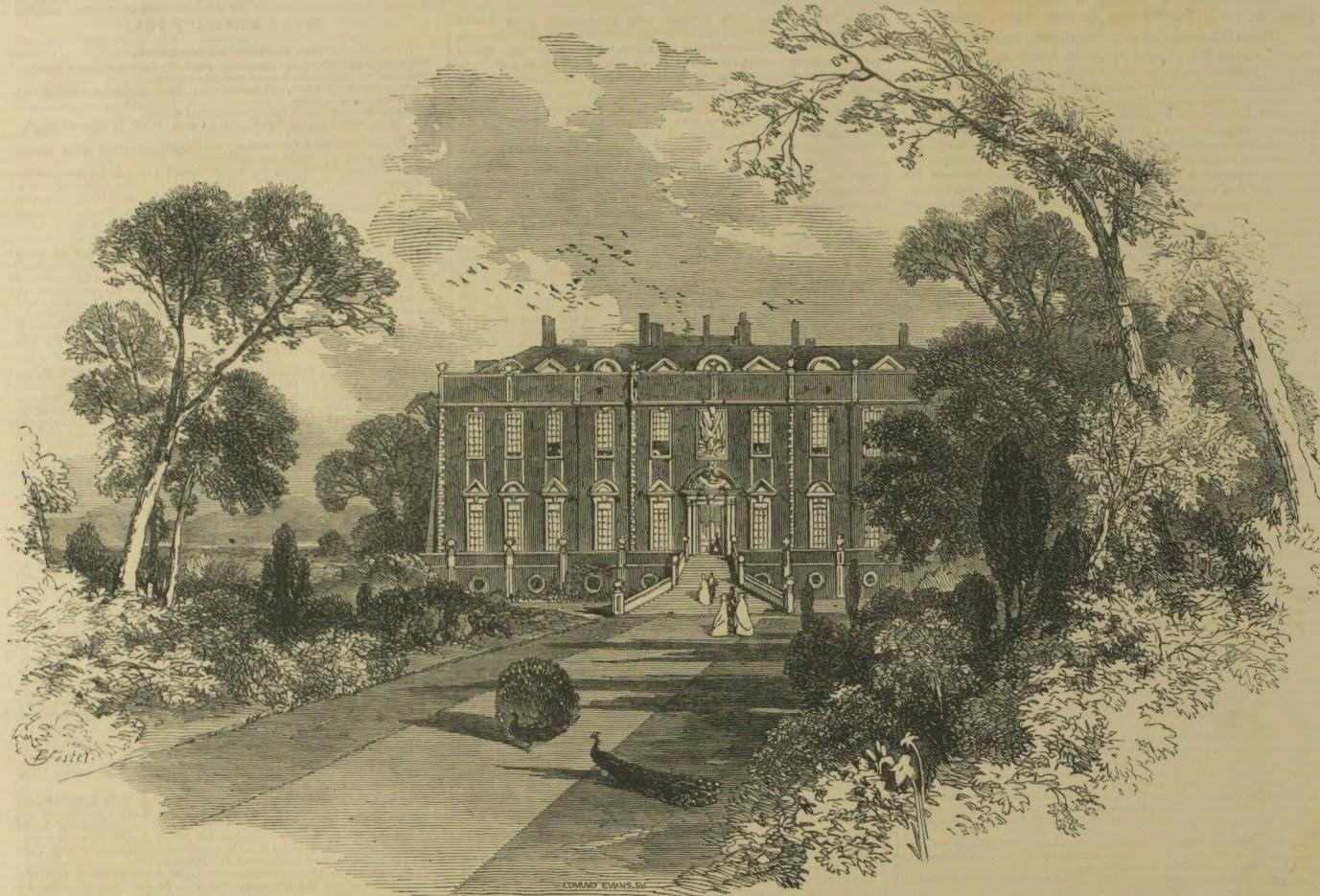
The Seaton life-boat (which had already attempted the rescue of

for his life. Though two of Card's life-preservers were immediately thrown to him, he probably never saw them; and his convulsive efforts to catch at anything within his reach were terrific. A thousand persons watched his struggles in an agony of suspense, without the power to render assistance; and the crew of the life-boat, seeing that their comrade was fast drowning, were obliged to abandon the poor fellows upon the wreck, and succeeded in pulling him into the boat in a nearly exhausted state. He









CROXTETH HALL, NEAR LIVERPOOL, THE SEAT OF THE EARL OF SEFTON

belonging to the heirs of Robert Fitzhenry, and ought to be disforested according to the tenor of the *charta de Foresta*." The heirs of the Lathoms were the Stanleys; but Croxteth Park, as well as other woods and forests in this hundred, came into the possession of Edmund, Earl of Lancaster, son of Henry III., who, probably, resumed possession of it after the *perambulation*. It remained in the Crown until July 28, 1446, when Henry VI., by letters patent, confirmed in 1459, granted Croxteth to Sir Richard Molyneux and his heirs; and by an original grant in the Duchy of Lancaster Office, bearing date 21 Edward 4, the herbage and agistment of Croxteth Park were given to Thomas Molyneux, Esq., for an annual rent of £100. His family has ever since retained possession. With the exception of the Hall, which is the principal seat of the family of Molyneux, Earls of Sefton, there are not above six dwellings in the park, which contains about 846 statute acres. A branch of the little river Alt flows through the estate, within which is a stone quarry.

The front of the Hall was erected in 1702, of brick, with ornamental stone dressings: before it is a fine terrace, ascended by a broad flight of steps. This view is shown in the accompanying illustration, sketched by our Artist. The back of the Hall, formerly of wood and plaster, was rebuilt in 1805.

The district of Huyton is almost exclusively agricultural. There are no navigable rivers, nor any canals; but the Liverpool and Manchester Railway passes Huyton-lane about a furlong below the village. The soil for the most part is a strongish loam, with the exception of 200 acres of peat moss, called Knowsley Moss. There is in the parish an excellent slate quarry, east of the village of Huyton, in which township, as well as in those of Tarboch and Knowsley, there is coal.

The present Earl of Sefton has effected very important improvements on the Croxteth estate, which, in point of cultivation, is second to none in the county.

#### SIR JOHN ROSS' SEARCHING EXPEDITION FOR SIR JOHN FRANKLIN.

In our Journal of last week we described the return of the *Felix* and her gallant crew, all in good health, after passing a winter in the Arctic regions. We now engrave a view of the *Felix* at anchor in Loch Ryan, not far from North-west Castle, at Stranraer, the seat of Sir John Ross. Leftward of the vessel is seen the lighthouse and village of Cavin Ryan, and beyond it Feincrest Point, and to the extreme right is Cairn Hill.

Stranraer is beautifully situated at the head of Loch Ryan, a noble arm of the sea.

The "ancient mariner" who headed this little expedition appears not much the worse for all he has undergone—a little thinner, perhaps, and perhaps a little more bent, but sturdy as ever in all other respects. Every true Englishman must admire the "pluck" of the old Admiral, who, having passed threescore years and ten, and verging on fourscore, went forth upon a voyage of humanity, necessarily of great hazard, and certainly, it must be admitted, of considerable discomfort. Nor was he altogether a quiet looker-on and passive director of operations: but, on the contrary, himself took an active part, and we believe we are correct in asserting, that he was out with the travelling parties for upwards of 14 days, travelling Cornwallis Island.

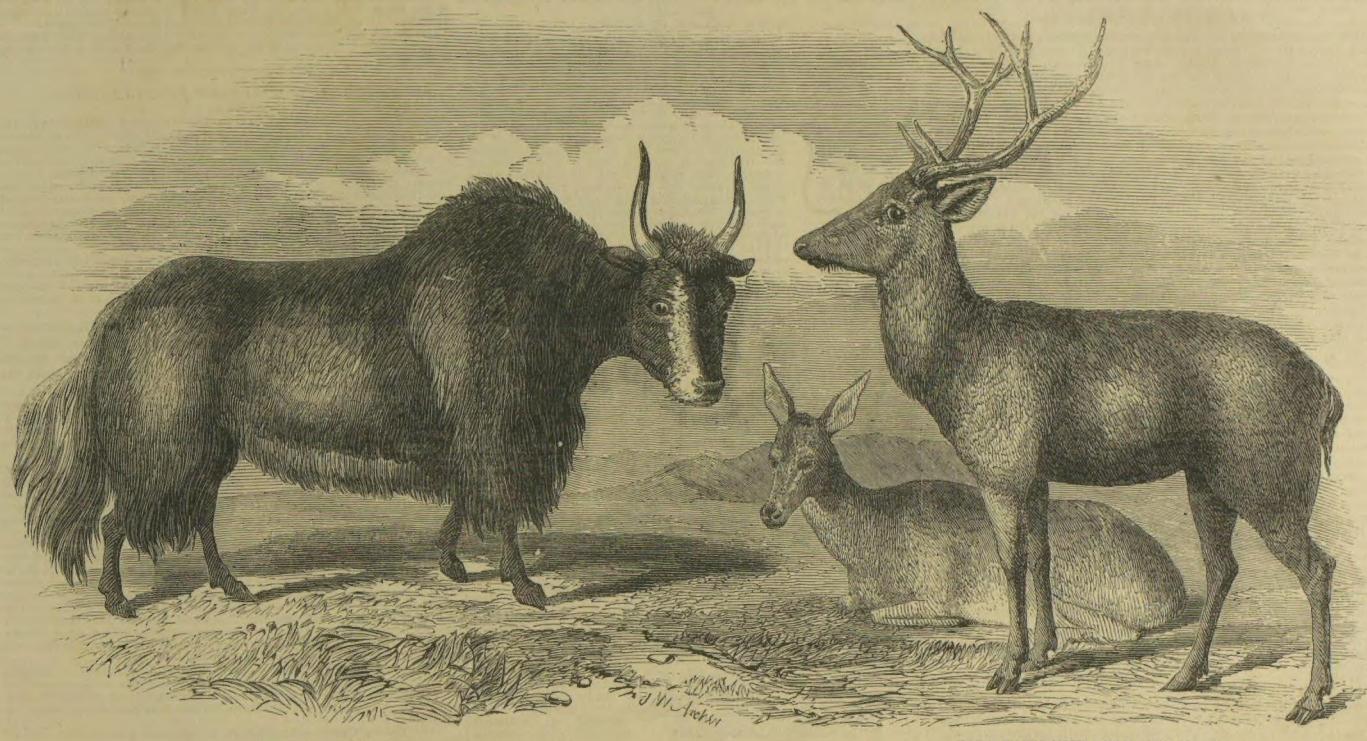
That the expedition has not been able to do much, is no fault of those employed upon it. Commander Phillipps was indefatigable throughout and deserves the highest credit. He continued the journey across from Cornwallis Island and was absent for many weeks; and his conduct throughout appears to have been most exemplary. Happy shall we be if it meets with its reward.

The *Little Mary*, which accompanied the expedition, is, we are told left behind for any use that she may hereafter be required for.



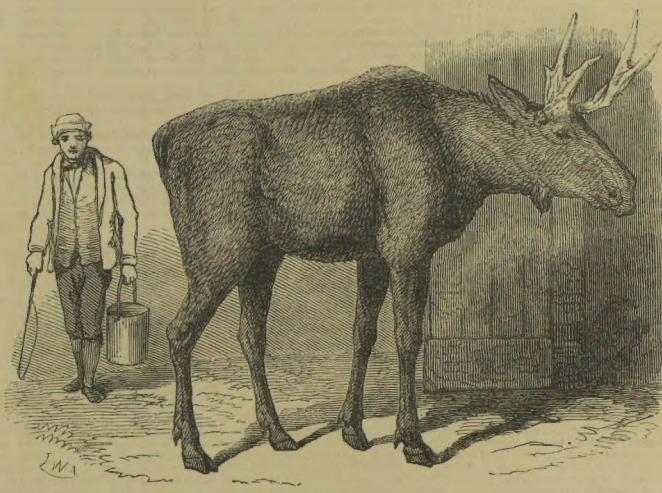
NORTH-WEST SEARCHING EXPEDITION FOR SIR JOHN FRANKLIN.—SIR JOHN ROSS' YACHT "FELIX" AT ANCHOR IN LOCH RYAN.

## SALE OF THE KNOWSLEY MENAGERIE.

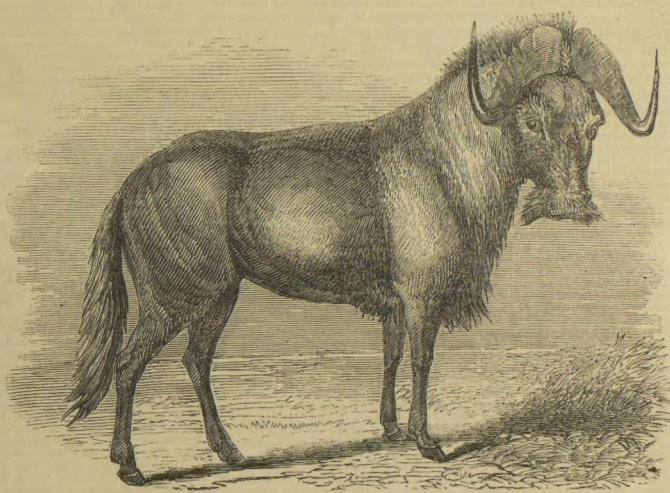


YAK.

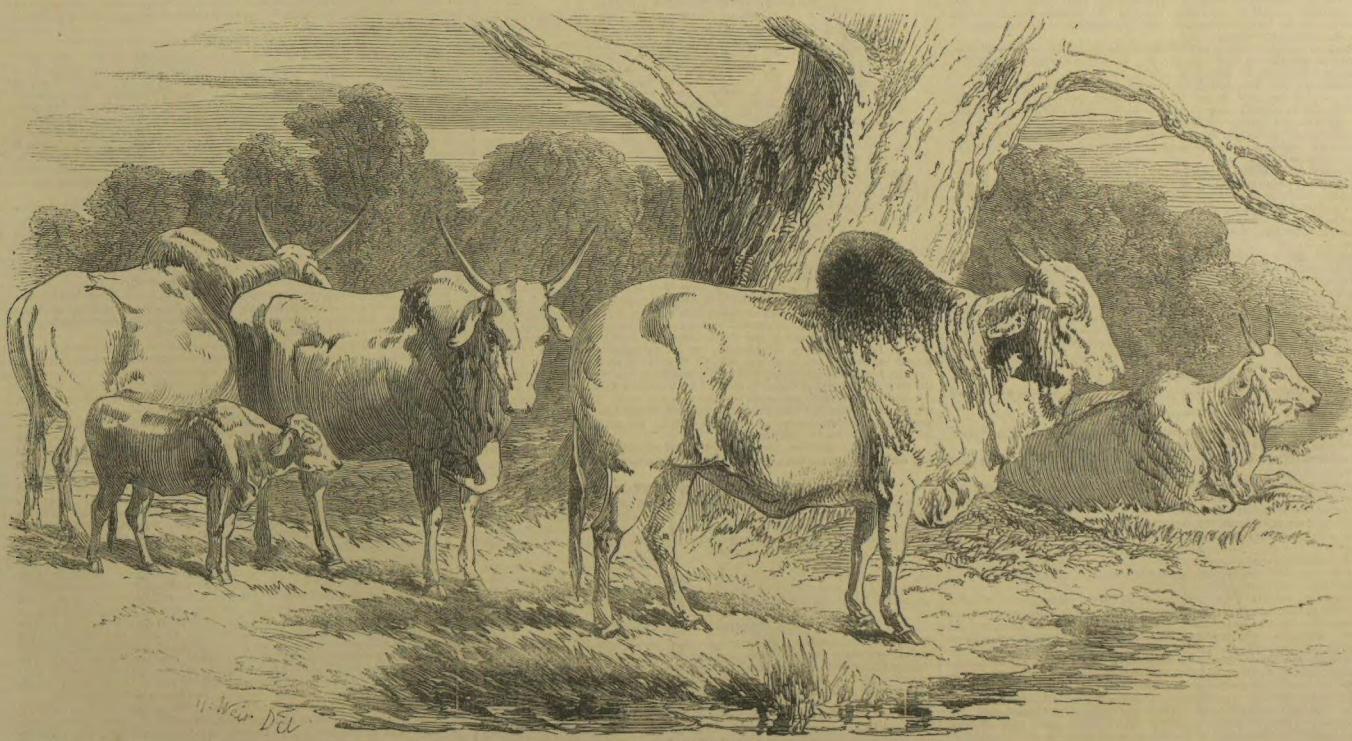
BARA SINGHA DEER.—MALE AND FEMALE.



ELK.



GNU.



BRAHMIN BULL, COWS, HEIFER, AND CALF, BRED AT KNOWSLEY.—(SEE NEXT PAGE)

## THE EARL OF DERBY'S MENAGERIE AT KNOWSLEY.

(See the Illustrations upon the preceding page.)

The group, composed of the Yak (*Poephagus grunniens*, female) and the Bara Singha deer (*Cervus (Axis) Durangellii*, *Cervus elaphode*, Hodgson, *Cervus Durangellii*, Cuvier, male and female), exhibits species whereof, except a female of the latter in the Zoological Gardens, London, there are no other living specimens in this country. The Knowsley Yak is a native of Thibet. There is at Knowsley a very fine hybrid bull parading of this species. Likewise from Thibet. It will be remembered, that, among the presents brought for her Majesty by the Neapolitan Ambassador, were several of the *elk* or *coney*-fawn, an appendage of Royalty in the country he represented. These are furnished by the Yak, whose tail is composed of a bushy tuft of long silky hair. The specimen at Knowsley is the size of a small ox, its length being enhanced by the long neck and bushy tail before mentioned. The yak is the only deer of the species of cattle which has not extended beyond its natural boundary, being confined to Thibet and the province of Shensi, in China's Tartary.

The second illustration represents the Elk (*Cervus (Alces) palustris*, *Cervus elaphus*, Linnaeus, male), from North America, the largest of the deer kind, an animal of peculiarly ungainly appearance and action, but greatly prized for its flesh by the American hunter. In the narrative of Captain Franklin's second journey, it is related that three hunters pursued one of them for four successive days, until the foot-steps of the chase were marked with blood, although they had not yet got a view of it. At this period of the pursuit the principal hunter had the misfortune to sprain his ankle, and the two others were tired out, but one of them having rested for twelve hours, set out again and succeeded in killing the animal, after a further pursuit of two days continuous.

The third illustration consists of a very fine specimen of the Gnu, (*Antelope (Cato lepus) gnu*, *Antelope gnu*, Zimmerman, male), from South Africa, one of the numerous varieties of the antelope species which in menageries of old was exhibited under the alias of the "horned horse." from the remarkable resemblance of its neck, body, and tail to those of the horse. This, and its peculiar gallop, render it difficult for the African hunter to distinguish at a distance this species from the quaggas, with whose habits it associates, as well as with the ostrich, on the desert karoos of South Africa. A specimen of a variety of the Gnu called *Bons*, or the master, by the Dutch colonists, is to be seen in the museum of the London Missionary Society, under the title of the "Brindled Gnu." Its former appellation is supposed to refer to the native boldness and impetuosity of the animal.

The fourth illustration represents a group of the Brahmin bull (*Bos taurus*, Linnaeus, var. *Indicus*), cows, heifers, and a calf, bred at Knowsley, together with the mother of the stock, a remarkably fine native cow. This species, mixed with some of our own breeds, has produced some valuable hybrid cattle, a variety of which roam at large in the park at Knowsley.

## THE SALE.

(From our own Correspondent.)

During the past few days Liverpool and its neighbourhood has possessed more than usual interest for the stranger, not only from the visit of her Majesty, but from the fact that the most complete and important private zoological collection in the world has fallen under the hammer of the auctioneer, and its contents been distributed amongst a body of purchasers, which insures a large portion of them leaving the country. The sale, which was conducted by Mr. Stevens, of Covent Garden, took place at Knowsley, the seat of the Darby family, about seven miles and a half from Liverpool. As we have previously stated, the ground devoted to the Menagerie and Aviary covers a space of about 100 acres, in addition to between 70 or 80 acres of water for the use of the aquatic birds, in which the collection was (for we must now speak in the past tense) particularly rich.

The catalogue comprised 94 species of Mammals, and included 345 individuals, of which 39 species, comprising 207 individuals, were bred at Knowsley. The total number of birds, exclusive of the domestic poultry in the Aviary, was 1,472, belonging to 315 species; and of these, 45 species, comprising 349 individuals, were also bred at Knowsley. The whole of the animals and birds in the collection were in the highest state of health; and their appearance reflected the greatest credit on Mr. Stevens, who has for many years had the management of the Menagerie and Aviary.

The first day's sale was devoted to the deer, of which the catalogue contained fifteen varieties, comprising 56 individuals, of which 29 were bred at Knowsley. The number offered for sale was 65, the only specimen of the savannah deer contained in the collection having died.

It was originally intended, that, after the company had walked round the Menagerie, the sale should be held in the yard allotted to the stables. This, however, was found to be inconvenient; and it was, therefore, resolved to sell the lots upon the ground, as the company had an opportunity of viewing them and forming an opinion to their value. The auctioneer, in opening the business of the day, stated, that a report having been indiscriminately circulated by means of the newspapers and elsewhere, that the collection was to be offered for sale in opposition to the law, he had, in the late night, written to his wife, directly to contradict it; the fact being, that the deceased Earl had distinctly directed by his will that the collection should be sold after her Majesty and the Zoological Society of London had selected from it any animal or bird they might wish to possess. That selection had been made, the Queen taking lots 507, 608, and 699, five Impeyan pheasants, three of which had been bred at Knowsley, and two of the black-necked swans in lot No. 591; and the Zoological Society, lots 67 to 71, a group of five South African elands or antelopes, one of which was bred at Knowsley, and the other four imported; it was understood, on commission, for £100, and £80, respectively.

The most important of the other lots sold were Nos. 29 and 20, two Wapiti deer, which fetched £100 from Mr. Vetchman; No. 36, a Bara Singha, by the same gentleman, for £25. Mr. Thompson obtaining lots 35, also a Bara Singha, but blind, for £10; lots 37 and 39, the female Bara Singhas, were knocked down at £10 10s. and £7 7s. respectively; and lots 40, 50, and 51, three principal ones by Mr. Jameson, for £30 10s. and £16, and lots 52 to 54, four Axis deer, by Mr. Thompson, for £30 10s. the former gentleman also purchasing lot 55, the elk, for £30 10s. The other lots fetched comparatively indifferent prices, M. Prevost, of Paris, becoming the owner of several of them. The total proceeds of the day's sale amounted to £491 11s.

The second day's sale was devoted to the antelopes, some of which fetched very heavy prices. The lots which attracted most attention were Nos. 7 and 38—male and female Grey antelopes from South Africa. The former sold for £205, and the latter, with whom could well be compared, Messrs. Edmunds and Bradstone, the successors to Mr. Wombwell, whose well-known menagerie is now at Nottingham, became the purchasers for £283 10s. These animals, we are informed, only cost the late Earl £140.

Mr. Mitchell, the Secretary of the Zoological Society of London, became the purchaser of several lots—including Nos. 99 and 100, male and female boar-bok from South Africa, for £53 10s. and 73, under the same circumstances, for £53 10s. The latter, however, for £53 10s., was a female singing-falcon from West Africa, for £53 10s., a male harthouse from South Africa, for £37; and several others. Lord Hill purchased a herd of eight Indian antelopes, for £55; these animals were bred at Knowsley, being the only herd ever got together in this country. The other principal purchasers were Lord Ellesmere, Mr. Vetchman, of Antwerp; Mr. Westerman, of the same place; Mr. Atkins, of the Liver; our Zoological Society, and Mr. Thompson, who, it is stated, holds a commission for an Italian Prince. The total proceeds of the day amounted to £1174.

The third day's sale consisted of cattle, sheep, goats, and llamas, and excited comparatively little interest.

The Turkish Government have determined on establishing a system of electric telegraphs throughout Turkey.

A vessel from Philadelphia has brought 85 pockets of hops as part of her cargo.

An importation of several packages of cels has just taken place by a vessel arrives from Prince Edward's Island. We are not aware of a previous importation of cels from this distant part of the world.

The total number of foreign passengers who landed in Southampton Docks during September was 5434, showing an increase over the corresponding month of 1850 of 311. The 5424 passengers brought 10,660 packages of baggage and general goods to the port, of whom 2717 were males, 5720 females, and 66 children. The total number of passengers from France (principally from Paris) during the month was 2028.

On Friday week, Mr. Bedford, one of the parochial brokers of the St. Pancras vestry, took formal possession of the Emulsion station, for about £1000 alleged to be due to the parish by the North-Western Railway Company for poor-rates. The company immediately repudiated, and the disputed amount was deposited in the hands of the proper receiver in such cases for the Court of Queen's Bench, which, when called to account, legal proceedings will immediately take place to try the validity of the debt, and the whole question at issue between the St. Pancras vestry and the company.

On and after Friday (yesterday), three acts of Parliament came into force. All the public acts passed in the late session, numbering 105, are now in operation, with the exception of two. The statutes which took effect on Friday relate to the management of the Woods and Forests, to the paving, &c. of the Crown estates, and to the Railway Commissioners. The two acts not yet in force are in respect to steam navigation and appointments to Government offices.

## OBITUARY OF EMINENT PERSONS RECENTLY DECEASED.

## PRINCE WILLIAM, OF PRUSSIA.



PRINCE FREDERICK-WILLIAM-CHARLES of Prussia was the son of Frederick William, the brother of Frederick William IV, and the uncle of the present Frederick William Charles, or, as usually called, Prince William, was born at Potsdam, the 31 July, 1763. Having adopted the profession of arms early in life, he became a distinguished leader in those wars which his country maintained so gallantly against Napoleon. In the summer of 1806 he was at the head of the Brandenburg-Cuirassiers, repulsed a French detachment, and again had a horse shot under him. He afterwards commanded a brigade, then a division, of the Moncada, and was present at the battle of Jena. In the action at Auerstadt, which preceded that battle, the Prince led an attack of cavalry, and had his horse killed under him. In 1809, he undertook a mission to Paris, to endeavour to procure from Napoleon some diminution of the heavy burdens which had imposed on Prussia by the terms of the treaty of Tilsit.

In the campaigns of 1813 and 1814, in the period of Prussia's glorious and triumphant struggle against France, Prince William was incessantly active, and was present at the battles of Katzbach and Leipzig. In the action of Gross-Görschen, which checked the advance of a French corps on Berlin itself, while Napoleon commanded at Dresden, he & Prince, at the head of the Brandenburg-Cuirassiers, repulsed a French detachment, and again had a horse shot under him. He afterwards commanded a brigade, then a division, of the Moncada, and was present at the battle of Jena. In the action at Auerstadt, which preceded that battle, the Prince led an attack of cavalry, and had his horse killed under him. In 1809, he undertook a mission to Paris, to endeavour to procure from Napoleon some diminution of the heavy burdens which had imposed on Prussia by the terms of the treaty of Tilsit.

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The third illustration consists of a very fine specimen of the Gnu, (*Antelope (Cato lepus) gnu*, *Antelope gnu*, Zimmerman, male), from South Africa, one of the numerous varieties of the antelope species which in menageries of old was exhibited under the alias of the "horned horse."

from the remarkable resemblance of its neck, body, and tail to those of the horse. This, and its peculiar gallop, render it difficult for the African hunter to distinguish at a distance this species from the quaggas, with whose habits it associates, as well as with the ostrich, on the desert karoos of South Africa. A specimen of a variety of the Gnu called *Bons*, or the master, by the Dutch colonists, is to be seen in the museum of the London Missionary Society, under the title of the "Brindled Gnu."

Its former appellation is supposed to refer to the native boldness and impetuosity of the animal.

The fourth illustration represents a group of the Brahmin bull (*Bos taurus*, Linnaeus, var. *Indicus*), cows, heifers, and a calf, bred at Knowsley, together with the mother of the stock, a remarkably fine native cow. This species, mixed with some of our own breeds, has produced some valuable hybrid cattle, a variety of which roam at large in the park at Knowsley.

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The thirty-sixth illustration represents the Elk



## A FEW DAYS IN THE LAKE DISTRICT.—No. III.

AGAIN we invite the tourist to journey with us in the land of beauty—

Land of brown heath and shaggy wood,

but on this, our Third Route, the invalid, as well as the hale and healthy, may be our companions, for we travel the entire distance by coach; yet those stout of limb may sit intervals, if they choose, strike into bypaths and view some exquisite and seldom witnessed scenery, by silent tarns and brawling torrents, craggy ghylls, and woody glens—may climb the lofty eminence, and look down on smiling valleys and glittering waters; but as we are booked for the coach—that almost obsolete thing—a stage-coach, relic of the olden time—we must mount the box, and so make our *debut* on the stage.

Jeju has fingered the ribbons, and with the slender thong has cut the triumphal s. the horn is blown, the ostler has let go the leaders, and now we are clattering along Keswick's stony streets.

Now we are on the Threlkeld road, winding the banks of Greta, and at a distance of 15 miles out, pass near to the Druid's temple of 48 stones, placed on an eminence, commanding fine mountain views, on to the village of Threlkeld.

And see, beyond the hamlet small,

The ruined tower of Threlkeld Hall,

Once the residence of Sir Lancelot Threlkeld, a powerful knight in the reign of Henry VII., and stepfather of "Clifford's heir," the "Shepherd Lord." On the left the bold Blencathra, or Saddleback, rears high his noble summit, his rifted sides streaming with torrents—

On stern Blencathra's perilous height,

The winds are tyrannous and strong;

And bashing forth unsteady light

From stern Blencathra's stately height,

How loud the torrents throng!

On leaving Threlkeld, the large conical mountain called Hell Fell is directly in front, rising like a giant pyramid from the plain; turning to the right, the road skirts its base, and leads to Matterdale End and Dockray, and thence descends to Gowbarrow Park, where Ullswater and its thousand charms greet the eye (see principal View). Look at the magnificent picture; the bold front of Birk Fell overtopped by the darker summit of Place Fell; beyond, in fair distance, are the Red Screen, Scandale Head, Dove Crag, &c. Towards the right are the summits of St. Swithin's Crag and Fairfield, Dolly Wiggon Pike, Metherdale Fell, String Edge, and Heron Pike, while the middle ground is occupied by the islet-enclosed lake, and behind it Glenridding and the pastoral mountain-locked Patterdale. The coach will now traverse the shore of Ullswater to Patterdale Inn, and return to Pooley Bridge and Penrith; therefore, as we intend returning to Keswick by way of Patterdale, we will during the absence of the coach take a hasty glimpse of Aira Force, Lyulph's Tower, and other beauties of Gowbarrow Park.

The park is extensive, and beautifully varied with wood and crag. Aira Force,



AIRA FORCE.

its chief attraction, is by many considered the finest cascade in the Lake district; but we are inclined to award the palm to Dalegarth, or Stanley Force, in Eskdale (most easily approached from Raven-glass). Aira has its peculiar features, and so has Dalegarth: the former, overhanging and shaded with trees, possesses a superior stream, which foams through masses of black rocks and stones.

List ye who pass by Lyulph's Tower  
At eve: how softly then  
Both Aira Force, that torrent hoarse,  
Speak from the woody glen.

And who visit Dalegarth, in the calm noon of a summer day, will not be less delighted with the white water leaping from terraced rocks, beneath impetuous and perpendicular crag, clothed with the feathery larch, and here and there a tapering spruce fir; while the stream, on approaching the falls, is crossed, recrossed, and crossed again by rude wooden bridges: then from the pretty moss-house, perched like an eyrie of the rock, look out on an exquisite picture of English features and Swiss costume.

Lyulph's Tower, a hunting-box, built by a Duke of Norfolk, on an eminence in the park, affords some splendid views, and is itself an object of interest. It is backed by craggy heights; while in front and on either side, noble forest-trees, singly and grouped, display between and beneath them little lawny glades and deep recesses; and browsing there are herds of fallow-deer, which crowd together and gaze with curious eye on the intruder; then, at the least motion or sound of human voice, start in a panic, and wheel off through the rustling bracken to a safe distance.

But in the rocky vales of Matterdale, and across the lake in Martindale, are separate herds of red deer, which wait not the close approach of man: it requires no small share of caution to even sight those wildlings of the fell, and it needs all the wiles and patience of the experienced deer-stalker to bring his ride upon them at two hundred paces. We have heard, in the baronial hall of Greystoke, old Ben Glosop, deer-keeper of Matterdale, recount his many adventures in stalking the red deer—how he has cowered and crawled, or crept against the wind from crag to crag, now and then gently raising his prospect-glass to scan the valleys; and how, after travelling a mile or two in this fashion, and ready to take aim, the antlered monarch would gravely move away: then an hour or two of anxious doubts and hopes would give him the "vantage ground, and click, bang! bang! again and again and again as echo bandied the sound from glen to glen—till a quarry would lie pawing the turf in his death-throes; or, if the shot was not immediately fatal, would bound away over hill and through dale, for many a weary mile, till faint, and reeling with the loss of blood, sink down exhausted; but, recovering a little strength, ere the pursuer had reached him, would summon his remaining powers to reitate his wrongs.



ULLSWATER.

There is, on and around Ullswater, another less dangerous, though quite as exciting, and withal public chase of the red deer. A deer is usually taken, alternately from the herds of Matterdale and Martindale, for the purpose of being turned off at the Ingleside hunt, held during Penrith races. The mode of capture is peculiar, and affords rare sport; a day is fixed; every available boat is in requisition, carriages, cars, carts, and all sorts of vehicles occupy the roads; the hunters in the fells seek to detach a deer from the herd, which being accomplished, he is driven towards the lake by the aid of men stationed at intervals, with each a leash of hounds, who uncouple as he passes; thus he is urged to the water, which he gallantly takes, and then comes "the tug of war" and the tug of war. A pair of antlers are seen skimming along the water, followed by a string of heads, with here and there a plashing of paws by some impatient puppy wishful to take the lead of his seniors. From every point the boats are cleaving the pure water. When the foremost boatman has thrown his lasso, and secured the game, loudly and wildly

Echo awakes in many a glen

To repeat the mingling sounds,

Which arise from the thundering cheers of men,  
And the baying of the hounds.

DRUIDIC CIRCLE.

He is towed ashore, and then "cabin'd, cribbed, confined;" his antlers are docked, and, on some appointed day, he is turned off before the hounds; and a fine sight it is to see the noble animal spring from his van, and, after taking a hasty survey of the spectators on either side, dash forward, or capriciously rush through the crowd, and gallop away to the open country, bounding sideways over the loftiest fences. A few minutes' law, and the pack is on his trail; a burst of a few miles brings him to a stand-still, his swollen and protruding tongue preventing respiration; he turns at bay to defend himself with his powerful weapons with which nature has furnished him; and there he will die by the fangs of his merciless pursuers, unless rescued by the hunters. But, if he can gain a river or pond, woe to the dog who shall first give him battle. The water revives him; he is again full of vigour; and, after mauling his adversaries awhile, he once more scour the plain, and escaped to his mountain haunts, or is killed, or captured and paddocked for a season, to be again hunted down.

Resuming our journey by the coach returning from Patterdale, we leave Gowbarrow Park, and proceed to Pooley Bridge, following the course of the lake. On leaving the park, Hallin Fell rises boldly on the right, across the lake; and on the left or western

A F E W D A Y S I N T H E L A K E D I S T R I C T . — No. III



## THE HIGHEST INHABITED HOUSE IN ENGLAND

shore Skellee-neb and Halsteads, Mr. Marshall's seat. Below this the scenery appears somewhat tame, more especially after viewing the glories of the upper reach.

From Pooley Bridge (a small village near the foot of the lake, on the river Eamont) the tourist may go forward to Penrith, and, if his time will permit, may visit many remarkable places in the neighbourhood—the fine ruins of Penrith and Brougham Castles, the Countess's Pillar, erected in 1858, by Lady Anne Clifford, as a "memorial of her last parting at that place with her good and pious mother, Margaret, Countess-Dowager of Cumberland." Near Eamont Bridge he will see—

— Red Penrith's table round  
For feasts of chivalry renowned.

Ada

Mayborough's mound, and stones of power.  
By Druids raised, in magic hour.

To the north of Penrith stands "Long Meg and her Daughters," a remarkable piece of antiquity; Greystoke Castle, the seat of the Howards; and Eden Hall, with its curious luck-glass—a crystal goblet, which, according to tradition, was taken from the fairies; and they, to avenge themselves for the loss, pronounced the following ban:

If this cup shall break or fall,  
Farewell the luck of Eden Hall

But, amid all the sights and scenes around Penrith, Lowther Castle stands proudly pre-eminent, whether we regard "the noble pile and its costly contents (its splendid pictures and statuary, its carvings and general decorations), where the utmost skill in every branch of art has been exercised to create a mansion worthy of the matchless site." The work of 800 workmen, with royal oaks—the mile-long terrace walk, a mossy carpet of firs, will give the gift and clear Lowther winding below—the distant view of hoary crags and mountain peaks, altogether forming a scene unparallelled in Britain.

altogether forming a scene unsurpassed in Britain.

We will now return to Gowbarrow Park, and (as the route from thence has been described) with these commence our description of the scenery through Patterdale to Ambleside. On leaving the park the first object which attracts peculiar attention is Stybarrow Crag, almost overhanging the road; on the left is Glenridding House (Rev. Askew's), beautifully situated at the foot of Place Beck; and, at the extreme head of the lake, cross Glenridding Beck, whose waters have their birth near the summit of Helvellyn, forward to Patterdale. On the right is Patterdale Hall (Marshall's), once the residence of Mounsey Kings of Patterdale, who acquired the title by one of the family having repulsed a body of Scotch moss-troopers foraying Patterdale. Near the hall is the church, remarkable only for its attendant yew tree, girthing 24 feet, but branchless and bare; beyond the church is the small village and excellent inn. Leaving it, we shortly cross Deepdale Beck, and observe on the right St. Sunday's Crag, and immediately afterwards Brothers' Water, a dark and lonely lorn, full of melancholy associations—twice (it is said) two brothers have perished in its dark depths, through trusting to the treacherous ice; yet its situation, beneath mighty mountains, is alone sufficient to inspire the mind with awe. Passing through the hamlet of High Hartop, we reach the common, and are now toiling up the steep pass of Kirkstone; we are leaving all traces of civilisation far behind; even the wild herbs denote the successive stages by which we leave the habitable world; we have passed the region of flowers ending with the purple heather, we have reached the Bracken zone, and on the very summit of the pass, between the Red Scares and Woundale Head, find (what will not enterprise accomplish) a snug little hostel. This is the highest inhabited house



## BROTHERS' WATER

in the kingdom, and, but for the numerous summer tourists who wend this way, the block of stone,

Whose church-like frame  
Gives to the savage pass its name,  
would have remained the only object (save the retrospect of Patterdale



EXERCISES

and its guardian hills) to relieve the monotony of this alpine scene. A road on the right, near the house, leads to Troutbeck; in front is our road to Ambleside; but we must not leave the pass without clivus or escher—a faint, scarcely audible, which increases to a loud an' a' rill as we descend. The steam of a powerful engine, and is heard ringing through the valleys far below; perhaps starting a herd of red deer from his lair, among the rocks of Matteleasdale, and awaking the buzzard falcon from his day-dreams on the precipices of Dove Crag. From the Pasa, the road, rapidly descending to Ambleside, exhibits charming views of Windermere, Bleethamarn, and the Coniston range of mountains. Having reached Ambleside, we will leave the tourist to the guidance of our former descriptions, which comprise the road he will now follow to Keswick. J. R.

the meeting of the thousand and one agricultural societies which devote their attention to the broad acres of England. The country papers are full of the annual gatherings of the bodies in question. Every district of every county has its own, but the reports seldom find their way into the London papers, unless a local M.P. of some sort of note attends, and stirring speeches are introduced over the fiery sherry and sloe-soaked port. The proceedings at all these agricultural congresses are tolerably similar. Generally, there is a ploughing match in the morning, at

premiums. A show of "stock" succeeds, of course, upon a very small scale; and, as every local show of stock I ever saw or heard of was pronounced by the judges and the spectators generally to be the very best which the society had ever mustered, we may argue thence a most satisfactory progress in the way of improving our breeds of cattle. The dinner always takes place in the Town-Hall—in nine cases out of ten, in the country, a mouldy old room, with dreary maps of damp chequering the walls, and very often a broken-winded old organ staved away in a

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TOWN TALK AND TABLE TALK.

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TOWN TALK AND TIDY TALK.  
THE USUAL AUTUMNAL REPOSE BROADS EVERYWHERE OVER THE LAND, AND OUR POLITICAL NOTABILITIES, WITH HERE AND THERE A RARE EXCEPTION, ARE AS THOUGH THEY WERE NOT. "WHERE IS LORD JOHN LUSSELL?" IS THE HEADING OF A PARAGRAPH WHICH LATELY WENT THE ROUND; THE QUIR HAVING, HOWEVER, BEEN SINCE ANSWERED BY A LETTER FROM THE PREMIER TO THOSE COOL GENTLEMEN IN IRELAND, WHO, HAVING HAD MILLIONS OF THEIR POPULATION SAVED FROM STARVING BY ENGLISH GIFTS AND ENGLISH LOANS, REFUSE, WHEN THE TIME COMES, TO MAKE GOOD THE LOBBED MONEY, ON THE *EX-SUITE* GROUND THAT THEY THEMSELVES MISMANAGED IT SO GROSSLY, JOBBED IN IT SO CORRUPLY, THAT THE STARVING WRETCHES FOR WHOM IT WAS INTENDED REAPED LITTLE OR NO BENEFIT FROM THE ADVANCE—A PIECE OF REFUSAL OF PAYMENT WHICH COULD HAVE PROCEEDED FROM NO POSSIBLE PART OF THE WORLD SAVE IRELAND. ALMOST THE ONLY TOKENS OF POPULAR ACTIVITY NOW BEING GIVEN REACH US FROM THE RURAL DISTRICTS. THE REVOLVING YEAR HAS BROUGHT ROUND THE TIME FOR

## FAMONT RIVER

show of "stock" succeeds, of course, upon a very small every local show of stock I ever saw or heard of was the judges and the spectators generally to be the very society had ever mustered, we may argue thence a most progress in the way of improving our breeds of cattle. That takes place in the Town-Hall—in nine cases out of ten, a mouldy old room, with dreary maps of damp chequering very often a broken-winded old organ stowed away in a hiding place to be a gaunt, cold-looking pile, supported upon attenuated pillars above the market-place, where labouring men in smoke-frocks lounge all day, staring at the multiplicity of bills and cards announcing sales of cattle, and farms to let; and which, upon Saturday evenings, is peopled with butchers' stalls, oyster tables, lit by flaring paper lanterns, and no end of gingerbread and ginger beer emporiums for the younger classes of the community. After dinner the talk is mainly local, conducted in the language of "the slaves" and in "thee" fashion. The prize exhibitors of stock claim to the health of the unsuccessful competitors, and the unsuccessful competitors ruefully return the compliment. If the proceedings take a more public turn, out come the fine old stock oratorical phrases, thick and thin, e-fold, and the British Lion is forthwith stirred triumphantly up with the longest and sharpest of paws. The person of the parish returns thanks for the Church, under which this country has risen to her present unexampled pitch of greatness; the Charmin proposes British Agriculture, under which this country has, &c.; the Vice-chairman proposes the "British Farmer," under whom this country has, &c.; and some one else probably proposes the Game-laws, under which this country has, &c. Sometimes politics are started up, and the speakers profess to testing themselves exclusively on cultural and



## COUNTRY NEWS.

## THE JUDGE OF THE LIVERPOOL COUNTY COURT AND THE PRESS.

The Liverpool people have addressed a memorial, which has received several thousand signatures, to the Earl of Carlisle, respecting Mr. Ramsay's case, in which they state that Mr. Ramsay has brooked over wrongs erroneously supposed to have been committed against him by the public press of Liverpool, until he has come to view all their acts and documents, and has been waylaid through a distorted and perverted medium; and as evidence of the unhappy temper he has on several occasions declared his intention of making an example of persons who were supposed to be his accusers previous to the late investigation. They detail to his Lordship the facts connected with the late extraordinary proceedings in the case of Mr. Whitty. During that case they represent the conduct of the judge, "in his various characters of accuser, witness, judge, and jury, as pre-eminently harsh, vindictive, and oppressive." They state their belief that the construction put by the judge on the evidence of the parties in the case of Mr. Whitty, is unconstitutional and illegal; and if it were otherwise, they say that "his unprecedent assumption of authority, and the temper which he has displayed in attempting to enforce that authority, plainly demonstrate that he has not the moderation and equanimity which are essential to the character of a county magistrate. At the same time the violent and unexpected measures resorted to by Mr. Ramsay, for upholding what he calls the dignity of his court, have alienated the great majority of the trading community; so that his conduct is comparatively useless on so long as Mr. Ramsay continues to pretend to preside." The Liverpool people further state that "the Earl of Carlisle for many years past, in Mr. Ramsay's conduct—his removal from office, should the allegations against him be found to be correct; and for the appointment of a judge "of learning, temper, and moderation" in his stead.

On Wednesday a deputation from the "Influence Committee" proceeded to the seat of Sir Benjamin Heywood, near Manchester, where Lord Carlisle is at present staying, to bring the facts before his Lordship. It is suspected that the inquiry will be immediate, and of the result there is no doubt.

The fines in which Mr. Whitty and others were mulcted by Mr. Ramsay, amounting to the aggregate of £33, were paid under protest by the "Influence Committee" last week, and these gentlemen were thus rescued from a tedious imprisonment.

The County Court has been adjourned by the judge, Mr. Ramsay, for three weeks from Saturday last, and for the present, therefore, there are no end to those remarkable proceedings which have attracted the attention of the whole country. The excitement of the town has also diminished.

REPRESENTATION OF THE EAST RIDING.—On Tuesday, the Hon. Captain Duncombe was elected M.P. for the East Riding of Yorkshire, without options cast in the previous election, which was declared.

There are two candidates in the field for the Provostship of Edinburgh—Mr. Duncan McLellan and Mr. Macfarlan.

GATE OF THE PARK.—A park, which has lately been presented by Mrs. Robertson to the burgh of Kelso, is nearly ten acres in extent. It forms a square, having entrances from public roads on three sides. Mrs. Robertson has also presented the trustees with £500, to be expended in completing the approaches, laying out walks, and otherwise adorning the ground. The ground will be named "Sheedon Park," in honour of Mrs. Robertson's late nephew, Robert Sheden, Esq., the owner and commander of the yacht "Sheedon," which is well known to have been a valuable and efficient service in aiding the late Arctic expedition of Sir John Franklin, and as having been the only yacht that over-ran Point Barrow and circumnavigated the slate.

On Michaelmas Day, at a General Court of Assembly of the Corporation, held at the Town Hall, Selby, Mr. Henry Simmons was unanimously elected Bailiff of the town and port for the ensuing year.

LONDON AND BRIGHTON AND SOUTH-WESTERN RAILWAYS.—The agreement between these companies for working the joint line into Portsmouth has just terminated, and the former company decline to renew it.

MEMORIAL WINDOW.—A handsome figure and canopy window in the perpendicular style has recently been erected in the chancel of their church by the parishioners of Bridport, in affectionate remembrance of their late deeply lamented pastor. The window is filled with figures of the Saviour, the Cross, the Resurrection, the Ascension, and Ascension of our Saviour, surmounted by angels occupying the tracery lights, in connection with the 11th S. Appropriate texts of Scripture are introduced on scrolls, the memorial inscription crossing the lights at the foot. The work is highly creditable to the artist, Mr. E. Baillie, of Cumberland Market.

POACHING MADE EASY.—Some poachers were carrying on their depredations lately upon the estate of Ashton Cox, Esq., of Stow Park, Lincolnshire. They had two or three dogs, each of which had a small lantern fixed on the top of its head, in such a position that they could be seen from the distance of a mile. The poachers, however, were enabled to go to the exact spot where the gamekeepers were, spread their net, and take them without any, or very little trouble. Mr. Cox's men endeavoured to come up with the poachers, but the attempt proved futile.

COMMITTEE OF A COLLECTOR OF TAXES TO MASTODON GAOL.—On Wednesday, Mr. Inspector Levy, of the R division, conveyed Mr. Bowman, the collector of the assessed and property tax for the parish of Deptford, to Mastodon, as a defaulter to an amount little short of £1000. Mr. Hill, of High-street, Deptford, tallow-merit, and Mr. Houldsworth, of Lewisham, farmer and dairymen, are his sureties. It is said that there is ample property to make good the deficiency. Mr. Bowman has held the appointment many years.

A SUICIDE REPENTANT TOO LATE.—On Tuesday, a man named Donald McPhail, threw himself into the canals or water-cut near to Linchenden-bridge, Greenock. The poor fellow, on being immersed in the water, seemed just as anxious to regain the land as he had formerly been to throw himself into the water, as he made repeated efforts to obtain a footing on the bank as he was swept along by the tide, but before assistance could reach him he disappeared. The body was not recovered till about six o'clock the same evening.

SERIOUS ROBBERY BY A FOREIGNER.—A German, named Aronis Mjorborg, was taken into custody on the 2nd inst. by a party of police of a Hungarian refugee named Jacob Alter. They lodged together at a boarding-house, Mjorborg being in the town as a buyer of goods; and on Saturday afternoon, while they were at dinner, Alter complained that he was poorly, and left the room. Soon after he left the house, and subsequently Mjorborg discovered that his box had been opened and his notes were gone. Suspicion fell on Alter, with whom he had been very friendly, and to whom he had shown how open a secret spring which locked his box, but he could not be found, and the police are now endeavouring to trace him.

IMPORTANT DECISION IN A REPARATIONS CASE.—At Reading, on the 7th inst., an important case was heard before J. B. Parry, Esq., the County Court Judge, which affects materially all carriers. The plaintiff in the case was Mr. Parker, general carrier, &c.; defendants were the Great-Western Railway Company. Mr. Parker said that the action was brought to recover the sum of £6 6s., and that there was a large number of cases depending upon his decision. The plaintiff's case was, that on the 3rd of September, and on the 19th of September, he despatched a quantity of meat by the train which should reach London at two o'clock, whereas the train on each occasion was five and six hours late, and the meat was therefore not fit for sale. The defendants' case was, that the meat was paid for at a higher rate than 35 other articles, and that circumstance should be a reason in favour of its safe delivery. He concluded by saying that the company should be liable if they did not use due diligence in the arrival of the train. Isaac Machin was the first witness called, who proved that the 3rd and 19th of September, he had sent meat by the train for London to sell in the Newgate-market, which he delivered at the company's offices by five o'clock in the evening, being in good time for the train. On the 11th of September he also packed off several hampers of meat in good time for the train which should arrive in London at two o'clock in the morning. Henry Munday, foreman to Mr. Parker, at the Paddington station, proved that on the days in question the trains were respectively five and six hours late, thereby causing the meat to be materially damaged. Sir St. George, the recorder, who was called as a witness of the respective trains to prove that every diligence was exercised to get the trains at Paddington at the proper time; but, owing to the immense weight which he had to convey, it was impossible to arrive at the proper time. His Honor said he was of opinion that if a train was five or six hours late, and that by delay any goods were injured, the company were liable. It was no argument in their favour, to say that the train was so heavy that it could not proceed quickly. Putting a greater quantity of luggage in the carriages than could be conveyed was a fault of the company, but the damage was not so great as to affect the value of the meat.

The Courier de Lyons states, as a new instance of folly and ignorance, that a petition is now being hawked about in that city, praying to have lighting by gas suppressed as injurious to the growth of the grape, and, indeed, as the cause of the epidemic which has of late attacked the vines in the south of France. It is the odour of the gas tar which the petitioners consider to be so deleterious.

## IRELAND.

THE FLAX SOCIETY AND LORD CLARENDON.—A splendid vase has just been completed at Belfast, to be presented to the Earl of Carlisle by the Flax Society there, in token of the patronage and encouragement which the culture and manufacture of the flax plant have received from his Excellency through the society. The execution of the vase is stated to be very beautiful, the three designs upon it representing, first, a field of men and women busily engaged in flax pulling; secondly, the interior of a "flax mill," showing the process of spinning; and, thirdly, a view of the quay taken from the Queen's-bay, with various packages of hemp and flax in the foreground. The ship-portrait at the back represents the "Flax Society," with the motto, "Industry and Integrity." The vase was exhibited by the Flax Society at the Belfast School of Design, and do much credit to the progress made in that establishment, in which upwards of 30 additional pupils were admitted on the opening in the last month. The presentation of the vase is to be accompanied with a set of magnificent damask table-cloths, also manufactured for His Excellency by the society, some of which are of the enormous size of 9 yards in length, and 9 yards in width—the centre pattern of each consisting of the Clarendon arms and orders, &c.

The Flax Society are a body of citizens, which attracted large numbers to the field from the metropolis to witness it, was played on Thursday and Friday week, in the Phoenix Park, between the cavalry and infantry officers of the Dublin garrison, eleven on each side, which terminated in favour of the cavalry, with eight wickets to go down. The match was well contested, but there was a decided advantage of general good play on the equestrian side, who scored in their first innings, with four runs of the pedestrians' two innings. This was the last military cricket match of the season.

## NATIONAL SPORTS.

The racing next week will be confined to Newmarket, Holmwell, and Ongar, commencing at the first-mentioned place on Monday, with the Cesarewitch (Tuesday) for its "feature," and at Holmwell on Friday, the latter being revived this week after a considerable interregnum. Ongar, a small meeting of great local interest, also comes on Tuesday. The coursing fixtures are as follows:—Thursday, Holmwell; and on Tuesday, the Border and Bunting. The Steeple-chase calendar is blank.

## TATTERSALL'S.

MONDAY.—A decline in Mekhane to the extent of at least 200 per cent. was the grand feature of the betting, the movements in other respects possessing any interest.

14 to 1 Long Darkie  
15 to 1 Hippolytus  
15 to 1 Mokoma  
Sir Charles and Johnson are backed.

7 to 1 Agat Newminster

19 to 1 Long Tricksters  
20 to 1 Wm. Schlegel  
20 to 1 Wm. Schlegel  
Sir Charles and Johnson are backed.

7 to 1 Agat Newminster

25 to 1 Lapith  
25 to 1 Agat Daniel O'Rourke  
25 to 1 Agat Daniel O'Rourke

25 to 1 Agat Daniel O'Rourke

25 to 1 Agat Hippolytus  
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# EXHIBITION SUPPLEMENT

TO

# THE ILLUSTRATED

# LONDON NEWS

No. 523.—VOL. XIX.]

SATURDAY, OCTOBER 11, 1851.

{ TWO NUMBERS, 1s.  
WITH LARGE VIEW, GRATIS.

## THE GREAT EXHIBITION AND ITS RESULTS.

THE Great Exhibition of the Industry of all Nations closes to-day. In the course of a few weeks the most extensive assemblage of valuable products in all branches of manufacture ever brought together under one roof will be scattered and dispersed, and the Great Industrial Congress of 1851 will be numbered with the memorable events of the past.

But its influence will not cease here; it is but the first act of an important social movement, upon which the curtain is about to fall; and who shall say that what is to follow may not go far to realise the profound and philanthropic aspirations of the Prince Consort, the projector and ruling genius of the whole scheme, in the memorable words uttered by him at a banquet given by the Lord Mayor in 1849?

I conceive it to be the duty of every educated person closely to watch and study the time in which he lives; and, as far as in him lies, to add his humble mite of individual exertion to further the accomplishment of what he believes Providence to have ordained. Nobody, however, who has paid any attention to the particular features of our present era, will doubt for a moment that we are living at a period of most wonderful transition, which tends rapidly to the accomplishment of that great end to which, indeed, all history points—the realisation of the unity of mankind. Not an unity which breaks down the limits, and levels the peculiar characteristics of the different nations of the earth, but rather

a unity the result and product of those very national varieties and antagonistic qualities. The distances which separated the different nations and parts of the globe are gradually vanishing before the achievements of modern invention, and we can traverse them with incredible ease; the languages of all nations are known, and their requirements placed within the reach of everybody; thought is communicated with the rapidity and even by the power of lightning. On the other hand, the great principle of division of labour, which may be called the moving power of civilisation, is being extended to all branches of science, industry, and art. Whilst formerly the greatest mental energies strove at universal knowledge, and that knowledge was confined to the few, now they are directed to specialities, and in these again even to the minutest points; but the knowledge acquired becomes at once the property of the community at large. Whilst formerly discovery was wrapt in secrecy, the publicity of the present day causes, that no sooner is a discovery or invention made, than it is already improved upon and surpassed by competing efforts; the products of all quarters of the globe are placed at our disposal, and we have only to choose which is the best and cheapest for our purposes, and the powers of production are intrusted to the stimulus of competition and capital. So man is approaching a more complete fulfilment of that great and sacred mission which he has to perform in this world. His reason being created after the image of God, he has to use it to discover the laws by which the Almighty governs his creation, and, by making these laws his standard of action, to conquer nature to his use—himself a divine instrument. Science discovers these laws of power, motion, and transformation; industry applies them to the raw matter, which the earth yields us in abundance, but which becomes valuable only by knowledge; art teaches us the immutable laws of beauty and symmetry, and gives

to our productions forms in accordance with them. Gentlemen, the Exhibition of 1851 is to give us a true test and a living picture of the point of development at which the whole of mankind have arrived in this great task, and a new starting point from which all nations will be able to direct their further exertions.

Looking back upon the experience of the two years since these views were propounded; looking back more particularly upon the six months which have elapsed since the Great Exhibition was completed and thrown open, we are inclined to think there is little if any exaggeration in the hopeful picture of the world's future which is thus shadowed forth, as capable of accomplishment by the right direction of the natural gifts and means at the disposal of the great human family. If no more has been accomplished as yet, the very crowding in of goods from all quarters of the globe, and the thronging in of millions of spectators, interested more or less in the production or uses of those commodities, afford a striking proof of the unanimity which prevails amongst men upon any comprehensive scheme of true usefulness, and their power to carry it into accomplishment.

This great feature also distinguishes the Peace Congress of 1851 from all known political congresses or movements of nations—that whereas, in the one case the gain of one is under almost all circumstances obtained by a concession or sacrifice of interests on the part of some other, and that generally the weaker one; in the other gain is gain to all, the superiority of means or appliance evidenced by each competitor



GOTHIC BOOKCASE.—BY LEISTLER.

This magnificent piece of furniture has been sent over as a present from the Emperor of Austria to her Majesty; the superbly bound books which ornament some of the shelves are also the gift of his Imperial Ma-

esty. The design, which is Gothic, is by Bernardo de Bernardis, an architect of eminence, and J. Krauner, both of Vienna. It is rather too architectural in its arrangement, and the introduction of the statuettes

in all directions is not to be approved on the score of taste or propriety. The executive department has been very creditably carried out.

being at once available to the advantage of all the rest. The achievements of human intellect are common property, and only require to be known to be at once applied, in combination with others, to the attainment of still greater achievements.

It cannot be doubted that the success of the Great Exhibition has exceeded the most sanguine expectations of its projectors; and, but that it was a gathering together of gold, they might almost like another Frankenstein, have been terrified at the vast army of observation, of various races and habits, which they have been the means of concentrating around the wealthiest and least defended capital in the world. It is curious, indeed, to look back at a few of the past circumstances in this great drama, and to see how the anticipations of the directors of it have been disappointed; but two will suffice, and we mention them merely as curiosities of history. When, after many struggles, and much canvassing for subscriptions throughout the country, the Royal Commission was formed, and incorporated by charter, its first act was to rescind a contract optionally open to them, with Messrs. Munday, by which all risk or liability upon pecuniary grounds would have been avoided, thus "resting the success of the proposed experiment entirely upon public sympathy." This step probably alarmed the Executive Committee; it seemed at least to them to render the issue problematical, and they immediately, in a body, tendered their resignations. "These resignations," Mr. Cole says, in his Introduction to the Official Catalogue, "were not accepted, and some time elapsed before the executive arrangements were conclusively modified to meet the altered circumstances of the case." Again, when the guarantee fund had been subscribed, and the Crystal Palace was on the eve of completion, Mr. Paxton, doubtless with the intent of others engaged in the anxious undertaking (for the step was not disapproved by them), published a letter to the Prime Minister, urging him to adopt the work on behalf of the public; that is, to pay the expenses out of the Consolidated Fund, and throw the doors open gratuitously, as at the Museum and other public institutions. This position was fortunately not acceded to; and nearly half a million of money in voluntary contributions at the doors—the greater part in shillings—has justified the refusal, and given convincing proof of the abundant efficacy of "public sympathy" in a good and wise cause.

The experiment of a gathering of the industry of all nations was a novelty, not only as regards England, but the world generally: for, although there have been many exhibitions of works and manufactures in France, Belgium, and other countries, and also in particular districts of England, they have probably restricted to the products of the country in which they were held; and when, in 1849, the French Minister of Commerce endeavoured to promote an exposition in France upon wider basis, comprehending the productions of other nations, the prejudices of commercial bodies to whom he communicated his views dissuaded him from carrying out the scheme.

Now can it be denied, that when the proposal was made in England, and, indeed, long after that proposal was adopted as a fact, the manufacturing and mining interests of the country looked but coldly upon it, and gave it for a long time an unwilling countenance. Our men of Manchester, and Leeds, and Birmingham may have thought—and thought with some shadow of truth on their side—that, in an intercommunication of industrial experiences, and a comparison of manufacturing processes with all the world combined, they had less to gain than to give; they may even have feared that their best machinery might be copied—their best bands lured from them; they may have thought, besides, that their business was already enough to occupy all their time and attention at home, without making a show of it abroad; and as men of business, and Britons to boot, with something at stake in the land, they may just have shared ever so little in the numerous predictions of trouble and danger which were muttered到处, from time to time, as inevitably attending a large incursion of "disaffected foreigners" from all parts of Europe. As for the agricultural body, they held aloof, because by their political religion they have little sympathy for the restless spirit of industry, which, in their view, has disturbed the harmony and order of our domestic polity, whilst improved methods of tillage, even supposing them to be possible, could only be made the pretence for reducing rents already much too low, and throwing upon the parish agricultural labourers, already much too numerous for the requirements of their respective districts. So little faith had the men of business and the men of land, as yet, in the realisation of "the unity of mankind," in the enlightened and generous spirit propounded by the Prince Consort.

On the other hand there were enthusiasts—travelled men, doubtless—who took a very different view of the question, and advocated that view very authoritatively in the columns of an influential daily print. They disbelieved the artificers of England of their supposed superiority; they took the shine out of them a few at a time as the Americans would say; they told them very plainly that they had much, had everything, to learn from foreigners; that, although they could make things very strong, they could not make them neat, much less elegant, according to the neatness and elegance of the Continental standard—that their talcines were stout, but tawdry; that their chairs would last for ages, but that they were fashioned upon barbarous models of ages long gone by; that their doors and locks were effectual for the purpose of exclusion, but repulsive in aspect;—that, in fact, in all that related to appearance we were centuries behind civilised Europe.

There were those again, who took leave to doubt and hesitate as to the authenticity of these uncomfortable assertions. Old John Bull threwhimself back in his easy chair, with his feet on his double piled Axminster carpet, twiddled his thumbs through his snowy-white lawn shirt-frit, gazed vacantly upon the comfortable crimson flock paper-hangings of his *sanctum sanctorum*, and wondered what people could want more. Young John Bull, who had been his six weeks tour abroad, and had traversed the sandy plains of a Belgian *salon*, had tried his weight upon the uncomfortably shaped rush chair of the French hotel; had admired the mysteries of a German door-handle, all primitive iron, and constructed upon the primitive principle of the first lever;—boldly denied it all, and wondered "what they should be told next." And certainly the result of the Great Exhibition has been to disabuse the mind of much of this stupid prejudice, handed down from father to son, and repeated by traveller after traveller, of the infinite superiority in point of taste of the foreign producer. In furniture we certainly have made a very good stand, in respect of appearance alone, to say nothing of solidity; and if in every point we have not equalled the quieter classicism of the French (the classicism of the Louis Quatorze period), we certainly have not been guilty of the excessive and misplaced decoration of the Austrian, nor descended to the crude conceits of the northern German artificers. As to our hardware and our machinery, we need hardly say, that we have shown ourselves, as we were always esteemed to be, without a rival. But we will not be led into making comparisons on other points, as this will be better timed when we have to review the awards of the Juries in the several departments.

To return to the point from which we set out. What are the great social advantages which we expect to result from the Great Exhibition of 1851, and in what manner will it contribute to that unity of purpose and interest among mankind which is so desirable? The advantages which we anticipate are, first, increased knowledge of our own resources, and of the resources of our neighbours, which, whilst it inspires a just confidence in ourselves, will also create a feeling of respect for others; secondly, recognition of the importance of the principles of reciprocal dealing, by which the peculiar advantages of one community may be interchanged for those of another; finally, an enlarged field for commerce, and the infusion of a more liberal spirit into commercial transactions, by which commerce will grow, and with it civilisation and peace be extended as the connecting bond of the whole human family.

(To be continued.)

#### RAILWAY PLANT.

A LARGE outlay is required annually in providing the plant or furniture of every railway, and for keeping the same in repair, as almost every kind of railway appendage is subject to a considerable amount of friction, and, consequently, daily deterioration in point of value. To illustrate this, we need only call attention to the wheels, the axles, and, indeed, to almost every other part of the engines and carriages used on the "iron way;" added to which, the rapid decay of the sleepers, fences, and other wood-works partially buried in the ground, notwithstanding the kyanising and other supposed preservative applications, as well as the great amount of friction to which, the rails are continually subjected, render it quite necessary that every improved and more durable form of rails, wheels, and other parts of the stationary and rolling-stock respectively, should receive the utmost attention of railway directors, whose especial care it should be to remember continually that the shareholders' half-yearly dividends depend a great deal on this important branch of railway economy.

In addition to the locomotive engines, which we have already described in the ILLUSTRATED LONDON NEWS, there are upwards of one hundred contributions in this department, including railway carriages and models, different kinds of permanent way, various patterns of wheels, besides new forms of turntables and traverses, and several new modes of giving signals and applications of the break, besides switches and crossings, lifting-jacks, and locomotive fittings generally.

Railway carriages, with regard to internal arrangements, have undergone but very little change since 1836, for we find, in Whishaw's "Analysis of Railways," the following with regard to the carriages at that time employed on railways:—

"The most approved forms of carriages are the first-class on the Manchester and Liverpool Railway, which are divided into three compartments, each containing ample room for six persons; the extreme length of each is 14 feet, and the width 7 feet. The second-class carriages are open at the sides, and have seats for twenty-four persons. The Stockton and Darlington Railway carriages are divided into three compartments; the middle one is closed, and the other two are open: the extreme width is 5 feet 9 inches; the internal height, 4 feet 8 inches; and the width of each seat, 16 inches: the wheels are four in number, and 3 feet 7 inches diameter. Some of the carriages on the Greenwich Railway are of the size usually adopted, but are without the divisions, having seats all round, except where the doors intervene."

For the narrow gauge lines nothing certainly could have been more comfortable than the first-class carriage of the Manchester and Liverpool Railway, as above described.

The second-class, however, were any thing but luxurious in bad weather, and people were inclined to compare,

them with the outside seats of a stage coach, and to prefer the latter which were at any rate free from the cutting draughts of air running violently through the side openings. In this respect great change has

taken place for the better, as we find the comfort of second-class passengers more attended to on some railroads, instead of the open

seats, windows have been added. The "composite carriage" of the Stockton and Darlington line of 1836 still serves as a pattern for the carriage builders of 1851, and is a particularly convenient and indeed economical form for branch lines; the middle compartments being for first-class, and the two end compartments for second-class passengers respectively.

The general form of the Greenwich Railway carriage of 1836 is still preserved by the South Eastern Railway for the North Kent line, with a different arrangement, however, of the seats within, which enables the grasping managers of the line to cram the different carriages to suffocation, without regard to the class of passengers. The South-Eastern carriage, built by Adams, and exhibited in the railway department of the World's Fair, is however, on the old and more convenient plan, giving to every first-class passenger his own seat, and also allowing a fixed space for so many second class passengers. The peculiarity of this carriage, which has been styled the "carriage of all nations," is, that it consists of a veritable body, running on eight wooden wheels, of Mansell's patent construction, and affording accommodation altogether for eighty first and second class passengers. The panels and doors, &c. are of teak-wood, varnished. Adams' patent springs and greas-eight axle boxes have also been adopted; by a mechanical arrangement, the fore and hind parts of this lengthy vehicle, the one for first and the other for second-class passengers, may be so placed in passing curved portions of a line of railway, that the two pairs of wheels on each side, instead of being in one and the same plane, move at an angle to each other according to the degree of curvature. This carriage was built by Brown, Marshall, and Co., and is according to Mr. Adams' patent, who exhibits also a carriage, in connexion with his light passenger engine, as a specimen of his mode of economically working branch lines: thus, he dispenses with one pair of wheels, and underneath the carriage he places a tank of water for the supply of the engine boiler (510, Class 5).

Mr. Williams (530), the well-known railway-carriage builder, has sent to the Exhibition a very handsome first-class passenger carriage, the great novelty of which is the entire absence of paint; all the panels, doors, and other parts of the body being constructed of East India Moulmein teak, well coated with varnish, which brings out the grain of the wood, and altogether produces an elegantly neat appearance. This style of external construction has been adopted for the Royal carriages of the Great Northern Railway.

Mr. McConnel (539), the locomotive superintendent of the North-Western Railway Company, contributes a novelty in carriage building to the Great Show. It makes the body of corrugated iron, which is very strong and durable, and, we should imagine, on the whole, economical. This carriage is mounted on six wheels, and is of the composite order; consisting of two first-class compartments, five second-class compartments, and one guard's compartment: a foot-board extends the whole length on either side: it is furnished with Brown's patent buffers, and the exhibitor states that the whole is fire and water proof—a most important consideration.

Mr. H. H. Benson also attached to the North-Western Company's extensive exhibition, exhibits a luggage van on four wheels, the body with sliding doors, being of similar construction to that of the carriage last described, which is certainly a step in the right direction, as we often hear of sad havoc fire among the merchandise wagons of railways.

Mr. We have heard of sheet iron panels for carriage bodies, for such panels have not been introduced. The framework of a railway carriage with panels of this material is exhibited by J. C. Haddon. There is no doubt but that *paper mache* is a most convenient material for moulding into any particular form that may be required, and when painted will resist wet; but as fire must now be guarded against in the construction of railway carriages, we should certainly prefer the construction adopted by Mr. McConnel and Mr. Benson, or the flat metallic panels of the Belgian railway carriage builders.

Mr. Grey, of Birmingham, exhibits an "improved railway break and signal van" consisting of three small vans separated from each other by spring buffering apparatus, and having also, terminal buffers; the whole mounted on six wheels. In cases of collision such a carriage placed in front, and a second one in the rear of a train, would, no doubt, prevent many broken noses and shattered foreheads.

In addition to the full-sized carriages, we find six contributors of model carriages—exhibited either for novelty of design or some new arrangement of parts. The names of the exhibitors are—B. Tennant (561), W. N. Cripps (576), W. Macbey (586), C. Chabot, the zincographer (584), W. Green (704), and R. Welling, jun., the well-known carriage-builder, of Manchester (708). The only one of them which we shall notice is the last-mentioned; as at this time Royal progresses are so frequent, that it becomes necessary to provide every accommodation possible for those so beloved as the Queen of England, her highly-gifted Consort, and their illustrious children. The external design of Mr. Welling's model of a Royal state railway carriage is far better than the internal arrangements. A promenade extends entirely round the carriage, properly railed in—thus affording an opportunity to the Royal travellers, occasionally, to enjoy the piazzette while getting a breath of fresh air. The interior is spoiled by the irregular shape of the saloon—owing to the entrances projecting within the sides of this compartment; while the accommodation in the shape of retiring rooms seems to have been little thought of.

In connexion with carriages, there are several contributions in the shape of improved buffers, breaks, couplings, axles, wheels, and tires. The names of the contributors of the articles included in this class are—Yossick and Hackworth of Stockton-on-Tees (10), C. Du Berque (552), T. C. Clarkson (553), who generally exhibit improved buffers; and the first-named, an improved draw-spring. Buffers are made in a variety of ways: for wagons and common carriages they are often made of wood, of leather, and padded; then for better kinds of carriages they are constructed of India-rubber, metallic springs, and various kinds of metal, according to the particular notion of the inventor. We have not as yet met with anything of this kind of use in carriage appendages at the Exhibition, which deserves especial mention.

Next to buffers we find six exhibitors of breaks, including W. M. Naught (22), J. Lee (507), J. Dillon (560), W. Handley (690), W. Walker (693), and H. Stoy (705). Most of our readers will have experienced, who travelling by railway, not only the unpleasant sensation produced by the vibrations of the carriage, owing to the sudden application of that useful appendage to a railway train, but also an unpleasant effluvium, arising from the charring of the wood chock. Of late these distressing effects have been much diminished; and it should be the endeavour of all managers of railways to produce the necessary breaking or scotching of the wheels uniformly throughout the train, which is thus more easily and speedily brought to a state of rest. Most of the breaks in ordinary use produce not more than an inch of friction or rubbing surface on the rails, which must speedily destroy the wheels and rails.

Mr. Lee's breaks (507) possess a power of stopping the trains of 1 to 1 over those breaks to which we have alluded, and act directly from the axle and box of the wheels with a wedge-shaped shoe, which pre-

sents one surface to the wheel, and another to the rail, the latter extending to 18 inches. These breaks are brought into action by the application of a powerful screw by one revolution, while by an additional half-turn of the screw, the whole weight of the carriage is thrown upon the wedge block, thus raising the wheels one-sixteenth of an inch above the rails, but no more: thus the wear of the tyre and rails is avoided.

Mr. James Dillon's breaks are somewhat similar in their effect to those of Mr. Lee, but different in form—consisting of a long friction slide on each side and between the respective wheels. When the guard applies the necessary power, the slides are brought immediately to bear on the rails, and the carriages are slightly raised therefrom.

Mr. Handley's patent railway break is of wedge-form, and is applied to each wheel of the carriage to which the apparatus is fixed; so that the carriage may be brought to a stand when going in either direction.

Mr. Knox, of Tottenham, near Wolverhampton, has contributed a model of his break carriage, the buffers of which are formed of strong spiral springs. The chief object of this invention is to destroy or modify the effect of collisions by the interposition of one or more of such carriage every train—each of such carriages being calculated to sustain a shock of 60 tons before any mischief could be done, either to itself, or any other carriage guarded by it. The breaks are readily applied by the guard in charge.

Many of the inventors which have from time to time happened to railway trains have been owing to imperfect axles; of late, therefore, much attention has been paid to producing axles of great strength, and which may be relied on.

The Patent Axletree Company exhibit specimens of their patent axles, and also contribute illustrations of the different stages of the manufacture. Their number in the Official Catalogue is 543, and all persons interested in this branch of railway economy should examine the specimens produced by the above-named company.

The other exhibitors of axles are Messrs. G. B. Thorncroft and Co., the well-known Wolverhampton firm (630); Beechcroft, Butler, and Co. (645); Messrs. Worsdell and Co., the carriage builders of Warrington (677); J. Squire and Co. (706); and Messrs. Beechcroft and Co., in particular, exhibit not fewer than twenty-eight different kinds of axles steel-tipped with hard metal bushes, case-hardened with milled bushes, &c.

There is a large display of railway carriage wheels, in most of which, however, we recognise the well-known double spoke pattern of the old house of Lash, Wilson, and Bell, Gateshead; or, at any rate, modifications thereof, though the mode of manufacture in some of the cases is entirely different from that practised by the Gateshead firm as above.

On our survey of the British railways some twelve years since, we found the wheels principally used throughout the kingdom were those of Losh, Hawks, Cottam, and Bramah respectively, all of wrought iron; Warrington's of cast iron; and the Liverpool and Manchester wooden wheel, with wrought iron tires; there was also a perforated cast-iron disc wheel, but it was not extensively used.

The exhibitors of railway wheels are Sandford and Owen, of Rotherham (No. 554 in the Official Catalogue); T. Spencer, of Tipton (565); Beechcroft, Butler, and Co., of Leeds (646); Banks and Chambers, of Manchester (666); F. Lipscombe of London (670); Eastwood and Frost, of Derby (672); W. Wharton, of the Euston station (712); and R. C. Marshall, of Ashford (715). J. C. Haddon, of London, whose *paper mache* wheels we have already mentioned, contributes railway wheels with wrought-iron naves (541); and Greaves has sent his patent wooden wheel, having eight wooden spokes let into the nave at one end, and into cast-iron sockets forming part of the rim at the other. The appearance of these wheels is very similar to that of the Liverpool and Manchester Railway wooden wheel, already alluded to.

Messrs. Sandford and Co.'s wheel is of wrought iron, 3 feet in diameter, welded into one piece, and executed by machinery—a neat and safe production. Contiguous is one of their 3 feet 6-inch wheels, the spokes of which are welded to an inner rim, which is turned, and the tire shrunk on and secured in the ordinary manner.

Mr. Spencer, the manufacturer, exhibits Chamber's patent wrought-iron wheel, of eight spokes, four projecting from one side of the nave to the rim, and four on the other. This form possesses novelty, and is not without merit.

Messrs. Beechcroft and Company, of the Kirkstall Forge, near Leeds, make a great display of wheels and axles in Class 5 of the Great Exhibition; and in Class 1, many specimens of railway tire-bar, bent cold, in forged steel; to show toughness, soundness, and strength of material; to show fibres; to show toughness, soundness, and strength of material; to show fibres; to show toughness, soundness, and strength of material; in the same class there are exhibited the best double fagoted carriage axles, bent cold, to show toughness, soundness, and strength of material; and other axles, to show manufacture and soundness. We have thus gone a little out of our way in order to let our friends know where they can see additional samples of the make of iron produced at the celebrated Kirkstall Forge. But to return to their wheels in Class 5. This firm contribute a variety of wheels for the purpose of showing those mostly used on railways at the present time; thus, we find wheels entirely of wrought iron, 3 feet in diameter, some having single, and some double spokes—the boss, spokes, and rim being forged solid in one piece; these wheels are especially calculated for the carriages of fast and express trains. Then there are compound wheels, made of wrought iron and cast iron, of various constructions, calculated for ordinary trains. We also find wheels with wrought-iron disc centres, disked, flanged, and punched all at one process, by hydraulic pressure, the bosses being of solid wrought iron, and the tires dovetailed to the rims, which are flanged; thus the use of rivets is superseded.

The peculiarity of the wheels of Banks and Chambers is the insertion of steel segments in that part of the tire which is most exposed to friction; these segments are 2½ inches wide, and ½ inch thick, and are let into dovetailed chases.

The "silent" wheels of Mr. Lipscombe consist of the ordinary spokes being enclosed with sheet iron on either side, and the intermediate spaces filled in with wood. The inventor says the object he has in view is to prevent vibration while the wheels are in motion; "thus causing them to run without noise." Even if these advantages could be obtained, the additional expense will prevent their general adoption.

Eastwood and Frost exhibit a segment of a railway wheel produced from a rolled bar, with the boss, arms, and tire complete.

Mr. Mansell states that his wheel, which he designates a safety-wheel, has its tire so secured that no part of it can leave the wheel in case of breakage.

Mr. Haddon shows different kinds of wheels: those of nine spokes, made of straight bars turned down at their ends, to form a solid nave—the other end of each spoke being turned down to form a solid rim. Wheels of this pattern are manufactured by Fox, Henderson, and Co. Secondly, those with segmental bars; and, thirdly, compound rails of wrought iron and wood, the nave being of wrought iron, formed by swelling the ends of the spoke bars, the wood consisting of wedges driven in between.

#### HUMMING-BIRDS.

An upright cabinet—perhaps the largest single cabinet in Europe—has just been deposited at the north end of the Transept, containing upwards of four hundred humming-birds. Amongst them are several varieties, and of the greatest rarity—the *Trochilus Lodigesii*, *longuemarei*, *Gouldii*, *Dupontii*, *pyrrhopterus*, *Derbyi*, *Helena*, *Leadbeateri*, and others. Nothing can exceed the gorgeous beauty and endless hues of the plumage of these tiny creatures, and their chromatic harmonious arrangement is most pleasing to the eye. In the latter particular, and in the preservation of the natural outline and poise of the birds themselves, Mr. Leadbeater, of Golden-square, is unsurpassed. This collection is the result of thirty years opportunities of purchase.

The Fox, after Landseer's picture of "Not caught yet," is likewise by Mr. Leadbeater, who has very cleverly carried out a masterly pictorial conceit. Another, of an otter devouring a fish, is a skilful life-like specimen of this peculiar art. There is likewise a singular case of humming-birds, studied by the younger Leadbeater, in the French style, with the artificial branch and leaves. It is now becoming a favorite, more particularly amongst ladies, to make sketches and finished paintings from studied birds, which has caused an additional incentive to the correct preservation of the natural and graceful outline of the objects thus prepared.

CRYSTALLISED MALT IN THE GREAT EXHIBITION.—In our article upon Food, in the Great Exhibition, we omitted to notice, in Class 3, No. 146, South Gallery, a sample of the porter malt manufactured by Messrs. Poole, Sonwell, and Co., of Kingston-on-Thames. In the process of malting, the substance is converted into aргар, which is seen by breaking a grain of the malt. Its superiority consists in its yielding 25 per cent more extract than other porter malt, which is obtained by the conversion of the starch into sugar before the heat destroys it.

## CARTON PIERRE AND PAPIER MACHE.

Two distinct classes of decoration employ paper as the substance upon which ornament is placed—one is in relief, or a direct imitation of sculpture, while the other adopts painting as the vehicle by which to attract the eye; this section includes all those goods which ladies understand by the term *papier mache*, but which have little right to that name, as it properly means paper reduced to a pulp, and then manufactured. At present this is only employed considerably for ornaments in relief, and is pressed in moulds made of metal from plaster models. The lightness of the article is at first sight a proof of the material, but the section of a piece is a still better guide. This manufacture appears to be about twenty-five years old, and is exemplified in the Exposition by the productions of Mr. C. Bielefeld. There is a large quantity of his works affixed to the ceiling, and therefore too high for our consideration of its execution, although evidently well chosen pieces of ornament; but on the wall are placed some of the minutest Gothic detail, and fruit and flowers, which are satisfactory. These, with an over-door and a picture or glass frame, exhibit the usual applications of the material, but a new and interesting use is exhibited in a repetition of the celebrated Elgin horse's head, and still more in a bust; the almost perfect infinability of this specimen is valuable to those who wish to perpetuate memorials of a beloved friend. There are also two statuettes, after Michael Angelo, which put forward the same claim. In the Nave are two very nice copies of classic capitals, for columns; and on the wall half a dozen consoles and corbels. The good taste shown in the selection is praiseworthy; and still better are the two cherubim forming a cartouche, and two other less ornamented works of a similar object. It is with pain that we see the "Flying dragon," executed for the Pavilion at Brighton, and a "Royal arms," both positively bad. This exhibitor's ingenuity in finding new fields for his material is illustrated by a model of Dundee in relief, and by the new patent for rendering it easy to obtain sheets of the *papier mache* of any size and thickness. This, which is at present applied to the partitions of steamers only, is one of those branches of business which it is easy to predict will be found applicable to many other purposes where density, rigidity, and imperviousness to sound, united with exquisite smoothness, are required. We point it out to artists especially, as the bagging or canvass has always a shocking effect; it almost spoilt that beautiful whole-length by Lawrence which was lately exhibited at the British Institution. It is professed that this form of the material is of utility out of doors, and that its rival, "carton pierre," is not. This prejudice appears to be tolerably well founded, as the other manufacture seems to consist of plaster of Paris, with other ingredients mixed therein, poured into moulds, allowed to set, and backed with stout paper, to ensure the adherence of minute portions.

*Carton pierre* is made in France and Germany to a considerable extent, which is not the case with its rival; but if there be not any paper mixed with the plaster, after the Chinese fashion, it is not in such a quantity as to excuse the use of the word *carton* in its name. The best specimens are supposed to come from France. We may cite those exhibited by Huber, amongst whose works are seen an Italian frieze, a Greco-Raefaellesque vase, and a cinque-cento plaster, of considerable merit, but totally eclipsed by the beautiful over-door executed for the Ecole des Mines, and by the superb friezes in the real style of Louis XIV., made for Fontainebleau. His neighbour Hardouin supports the same reputation almost in the works repeated for Versailles, but there is not sufficient relief in this and other examples from the same factory. The noble work by Crucet, in the Nave, is also partially composed of this material; but, taking into dispassionate consideration the productions of Bielefeld and of Jackson, it is surely not too much to say that the Parisians are beaten upon their own ground.

Messrs. Jackson and Sons, besides some forty pieces of ornament in all styles usually employed in England, a ceiling in the Elizabethan manner, and a most beautiful flower, exhibit one of the most superb of chandeliers, with sixty lights, in the style of Louis XVI., a very fine fern-shaped frame of bracket and specimens of the work executed by them for the new Army and Navy Club. It is difficult to praise most the invention or the execution of these designs, which are appropriate to their purpose, full of fancy, and boldly conceived, with sufficient delicacy of finish. One candelabrum, partly gilt, excites painful sensations; we perceive at once whence many *sol-dissant* upholsterers and cabinet-makers derive their materials of decoration, and are led to think what can be the prospects of a school of ornamental design when such establishments as these exist, in which, in order to make the necessary profit, one invention must last as long as fashion will bear it, and consequently a few designers must monopolize the attention of the few houses which enjoy the trade of supplying every one with ready-made ornament. It is certainly a consolation to know that in some provincial cities the human machine can execute similar work at a less price than these factories, but this is not likely long to be the case.

Gropius, of Berlin, contributes specimens of *stein pappe*, which is understood to be of similar materials with *carton pierre*. There are about fifty pieces, nearly all being statuettes in the modern German taste, half-Greek and half-Renaissance, in style, not particularly good, but certainly pleasing from their detail. The ornaments are not so well managed; but there is one noble oval mirror-frame which is quite English in its idea.

No other specimens of this manufacture abroad have come under observation, which is remarkable, as paper for ornamental work is at least a hundred years old in this country, from specimens which we have seen.

A remarkable invention is set forth by Messrs. Lincoln and Burnett; being furniture, in the shape of a work-box and table, made of calico! This seems more admirable for the novelty of the idea, than for any practical utility at the present time. The fabric too clearly displays itself, by its lines of the warp and woof, and by the ragged threads; this may be easily remedied, but it is a bad augury.

Somewhat similar are those articles referred to the credit of Mr. G. Hart as inventor, and consisting of two really handsome small-boxes, a pair of vase, and of candlesticks, and a workbox well moulded. The chisel must have been used which argues their being as hard as wood. Some pieces are shown with a grain resembling at first sight that of wood; yet no timber matches these specimens, for the seeming grain is as irregular as marbles generally are. The practical utility of the invention, however, does not yet appear.

The other branch of the present subject includes what, if it were properly named, would be called Japanese paper ware, and is chiefly dependent at present upon colour for its attractions.

The minority, or, at least, the most common of these work, are said to be made of paper really *mache*, but the better sort are produced by the simple operation of obtaining the required form from a mould by placing a sheet of paper on or in it, and then fixing sheet upon sheet as the work dries, until the requisite thickness is gained; the lathe, the rasp, or the plane is then employed to give a general finish to the forms produced in this species of millboard or pasteboard, and it is several times varnished, being submitted to so severe a heat as 180 deg.: the inequalities are reduced by scraping and polishing with pumice-stone. The design, if any, is put on, and re-varnishing and polishing with rotten-stone is performed, until the final lustre is given by the female palm, as to some sorts of cutlery.

Somewhat mother-of-pearl is employed, but this enters into the manufacture in a slightly different manner. The design being marked upon the mould, thin portions of shell, cut to the necessary forms, are laid upon the pattern, and then the first sheet is applied, and the operations above mentioned are continued. When the requisite thickness is gained, the shell is found bedded in the paper, and the scraping, varnishing, painting, and polishing are completed as before.

There is a large consumption, both at home and abroad, of articles in which the form is almost invariable, such as portfolios, albums, envelope and paper cases, paper-knives, card-cases and trays, card-racks, work and knitting, writing and similar boxes, and chessboards, &c.; and these rely almost entirely on their pictorial attractions, while beauty of form seems almost an element of as much consideration as the pattern of decoration. Table-chains, cabinets, desks, *secrétaire*, vases, inkstands, tea-caddies and tea-boys, trays, mirror frames, coal-scuttles, canturburies, music-stools, and pianos.

Both in taste of ornament and execution, as might be expected, the London houses seem to stand first; then the works from Oxford, Wolverhampton, and Birmingham follow; but for appropriate invention

those from Wolverhampton may be said to bear the palm; it is, however, a matter of great regret, that there is not found one faithful to the first principles of good taste, and that some seem to seek how far they can sink beneath the standard prescribed by the conventional laws of propriety.

Mr. Clay's management of colour is unquestionably the best of all, in our opinion; a cheffonier, with flower-panels, is very fair; a sort of Elizabethan miniature *secrétaire* is a capital idea; the writing-table is very pretty, and two Gothic trays are excellent, as well as a simple round one and a novel chessboard; a moreuse writing-case and a cinque-cento writing-table are very good, as is the frame of a Louis XV. chair; but, above all, their mode of colouring renders a tedesca Louis XVI. tray and card-dish almost unique and excellently showy; there is also a very pretty tea-poy. Of the rest of the articles there need be nothing said but a generally severe criticism.

Mr. Dixon's works deserve the epithet of very fair; they form but a small collection, which seems to have been selected by a good judge, and it is only necessary to particularise the centre of flowers in the table; thereon we may consider whether such embellishments are at all appropriate for some of the uses which the articles are to serve. Now it does seem the height of absurdity, when every child even who looks at a picture strives to place it parallel with its face, and when even the exhibitors themselves are compelled to exhibit their wares in the same position, that subjects like the figure, landscape, and flowers in vases, should be chosen for the decoration of articles that are almost always to be seen flat. Mr. Spiers seems to have been conscious of this fact to a great extent, and every visitor to the Exposition must be pleased with those really noble inkstands which are undeniably the most prominent features of his collection of articles with landscapes; the largest has a very pretty ornament, &c. Louis XIV., well designed, enclosing a general view of Oxford; and with the front of Christchurch, and the river, spanned by some good bridges, ornate the top of the succeeding style. The oval table is very nicely designed, and great praise is due to a round one with a landscape of *pollards*, and an excellent ornament; but the landscapes in these, and about a score of prettily-bordered oaks or card-tables, leave no business there. There are five exquisite card-trays, &c.; and the borders generally are irreproachable, and some birds are very well drawn. Omitting the crochet-boxes, or whatever use they may be put in, Oxford, there are about forty specimens of views upon hand-screens; and in this place they are perhaps pardonable. One of the greatest offences against a cultivated taste is a miserable little occasional table. Manufacturers and visitors might take a useful hint from a coat of arms under a cardinal's hat.

Mr. Walton exhibits two excellent moreuse trays—the best, perhaps, of their sort, for pattern and colouring; and a cabinet, which deserves equally honourable mention; a Gothic tray—perhaps the most unexceptionable of its kind, from its appropriate and chaste design, but the red and blue are not lucky in their contrast, and the green is not of a nice shade; a fazzo, whose under side (all that can be seen) is very nice; and two coal-scuttles, good in their ornament. The seven very elegant and appropriately decorated little vases deserve especial commendation; yet with all these meritorious works, there are exhibited others as bad, such as a large vase, which shows fully want of taste in the application of ornaments which have irregular edges upon a flat surface, thus destroying the effect of the very decoration applied; to say nothing of whole sets of tea-trays with such subjects as Goethe's "Faust," the Thames, Shannon, and Clyde, both sets very prettily touched indeed, but the border not so good in the last-named as in the first; three sea-pieces, which are very effective, though little better than hasty sketches, with a nice border of sea-weed and marine monsters; the tender passion, in a Louis XV. border; and the best of these sets, "three seasons, very prettily sketched, in appropriate borders, of which the July is very effective; and of all faults, an antique subject in sham relief on a tray." His great table is a superb painting of flowers, with too little regard to nature, and the convolvulus is as large or larger than the rose, lily, or rose, and they are all too much of one tint. These are all in the Nave; but the same house has another exhibition of trays in the Ironmongery (p. 12) which demands attention. There are Elizabethan, of which that with the plain black ground is the best; but what can be said of the miserable imitation of mock jewels? There are also two pictures, one of Penshurst Hall, the other of Glamis Castle, both well sketched, but the best is very degraded by mock jewellery; half-a-dozen flower pieces, chiefly well executed, but one with Neptune and Amphitrite beyond criticism. There are also three very good Gothic patterns; but best of all, are a Grecian style tray with pearl, and two similar ones in black and gold, of the same pattern, differently treated; and a plain Elizabethan pattern, of gold lines upon a black ground.

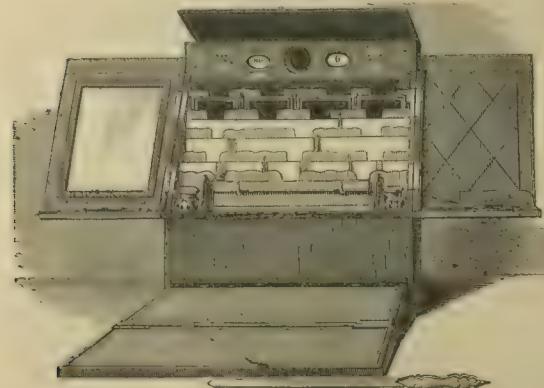
It may seem little interesting to the reader to peruse a catalogue raisonne of such works; but, if the effect of the most showy colouring in the Exposition on the public mind be considered, it will be admitted that these little objects carry with them more influence than the noblest works of nature or of art in their vicinity: it is not amusing, but really painful, to listen to the observations of most of the gazers at the part of the Nave dedicated to these works.

Messrs. Jennings and Betteridge have sought for assistance from educated men, but they have attached themselves to artists of high rank, from whom it is not fair to expect, without unusual study, a knowledge of the means by which the cabinet-maker produces effect; this is unfortunate, but it is luckily easily to be remedied. The mixture of good and bad taste in the following productions is remarkable. A double essenoce with its bottles is very good—the contrast between the pale blue and black is agreeable; so are two writing-desks—one by Elkington, of Pandora and the Hours, while another in black and mother-of-pearl is not so fortunate: a liqueur case adorned with flowers is a notion at least questionable at the present time; while one with a simple mother-of-pearl ornament is very fair. The imitations of old Japan are also clever; whilst an Egyptian hand-screen is shocking. The apothecary of Homer for a writing-case and a crochet-box, both adorned by Elkington, are capital; a hand-screen, after Landseer, is allowable and very fairly painted, but such subjects are not *enjouys* to tea-trays. The pattern of this article is not pleasing, though the Pacha's tray, or one of gold, is suitable to the Turkish taste. There is an exquisite candelabrum and an excellent plain writing tray and a massive lotus work-table. The Oriental chair, or a niche not used in the East, is faulty in its detail; but what can be said in excuse of the *casework* work-table, but that it is really "Brusseled"? Two Elizabethan, and a *lys* chair, are very fair; and high price may be given to a writing-desk covered with gold and flowers. There is also a *renaissance* style work-table of exquisite form, and not badly ornamented, by the side of a *taffetas* piano, and an excellent plain writing tray and a massive lotus work-table. 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GROUP OF ARTICLES IN PAPER MACHE.—BY SPIERS AND SON, OXFORD.

The contributions of Messrs. Spiers and Son, of Oxford, are shown in a semi-octagonal dome-shaped glass case in the Nave, designed by Mr. Owen Jones, and fitted up by Messrs. Robert Henderson. They consist of tables, cabinets, desks, work-boxes, albums, portfolios, waiters, tea-caddies, &c., in *paper mache*, ornamented with views of the colleges, public buildings, college gardens, and other objects of interest in the University and its neighbourhood. We are happy to notice in them endeavours after a truer and less meretricious style of ornamentation. As the taste of the Oxford people seems to run in a contrary direction to that of the usual purchasers of this description of goods, this firm have taken up the ornamentation of *paper mache* in a new style. Instead of adopting the usual subjects of birds, flowers, Chinese landscapes, arabesques or other less pleasing styles, they conceived that picturesque representations of architectural and landscape subjects, treated in an artist-like manner, to which other ornament should be subservient, would be equally interesting to many persons, equally popular, and more conducive to the diffusion of a sound taste. Messrs. Spiers immortalise their native and most learned city in every possible point of view and upon every possible variety of article. We have Oxford from the fields, and Oxford from the River, Oxford in the streets, Oxford colleges, Oxford halls, Oxford staircases, and Oxford seals. These paintings, which are scattered over desks, tables, *secrétaire*, and work-boxes, are all beautifully executed.



DESPATCH-BOX.—BY MESSRS. WALLER.

The commercial and diplomatic dispatch writing-case manufactured and exhibited by Messrs. Waller, is the invention of Mr. F. Whishaw. This new and complete article contains every requisite for an extensive or limited correspondence. The much-

approved open-paper and envelope rack, and complete shut-up slope desk, being combined, so as to form a very useful portable and unique appendage to the writing-table, as well as a useful counting-house companion. It reflects much credit on the manufacturers, as also on the ingenuity of the inventor.

MEDIEVAL WAX CANDLES. BY TUCKER AND CO.  
(Engraved on page 461).

In our notice of the Medieval Court, we unintentionally omitted to mention that the candles therein exhibited are manufactured by Messrs. Francis Tucker and Co., of Kensington; and as they are remarkable amongst the revivals of the present age, we will give a sketch of some of them, together with some notes of the rites of the Romish Church, to which they have reference. The large candle, which is called a "Pascual Candle," is pretended to be symbolic of the glory of Christ's resurrection. It is lighted during the offices of the Church from Easter to the Ascension. It is elaborately painted round the base with various inscriptions and devices. The triple candle, which is composed of three equal parts twisted together, is used on Holy Saturday for the "Lumen Christi" in the procession from the church porch. The twisted torch is a revival of those borne on various occasions in the dark ages, especially at funeral processions and entertainments. There are beautiful specimens of twisted wax candles, and the only instances of the kind in the Exhibition. The smaller candles, of which there are several, are painted for altars, &c. The custom of enriching candles for sacred purposes, by painting and gilding, is very ancient; and the same principle was formerly carried out with regard to candles for domestic use in great feasts, these being painted with heraldic devices.

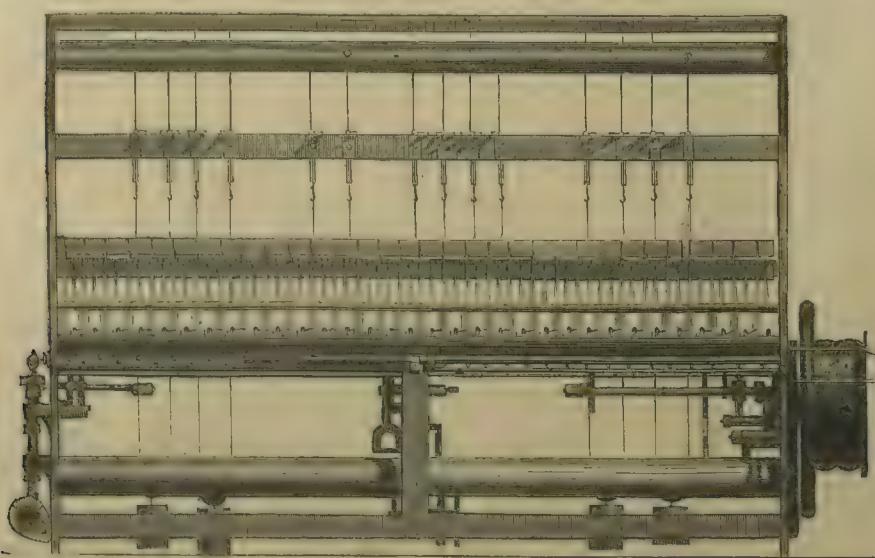
FOLDING SCREEN OF ENCAUSTIC PAINTINGS. BY J. H. EARLE.

Mr. Earle's contribution being in encaustic, the painting has found admission to the Crystal Palace, as not coming within the rule excluding works of painting in oil, water-colour, and fresco; and it is one of the evidences of the absurdity of that regulation. It is a production of ordinary merit, and is entitled to consideration only in the light of a piece of room decoration. The subjects are in imitation of antique gems, representing the story of Cupid and Psyche. 1. Cupid, stung by a bee, shows his wounded finger to Venus. 2. Psyche contemplating the murder of Cupid. 3. Psyche and Pan. 4. Psyche propitiating Ceres. 5. Psyche giving the soporific cakes. 6. The Eagle giving the case of black water to Psyche. 7. Psyche receiving the casket of perfume received from Proserpine. 8. Psyche with the casket of perfume given to Venus, which appeases her anger and extinguishes her jealousy. 10. Mercury, commanded by Jupiter, bringing Psyche back to Olympus. 11. Psyche transported by Zephyr to a grove, and placed in the arms of Cupid. 12. Cupid and Psyche in the bower. The Engraving of this screen will be found on page 472.

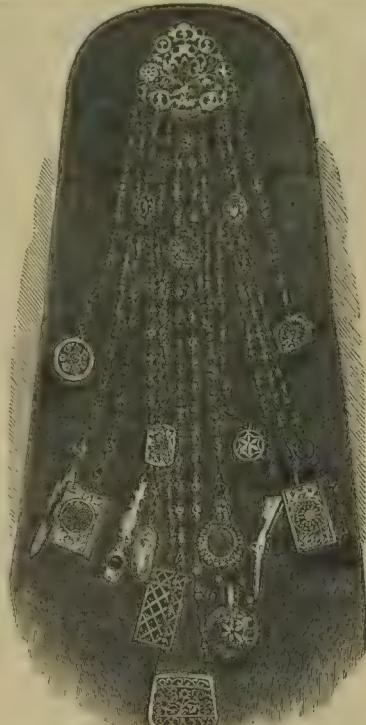


SILVER CUP.—BY FRIES, OF ZURICH, SWITZERLAND.

With the exception of watches, the contributions in the precious metals from Switzerland are rare. The Cup before us, in oxidized silver, with emblems of war, the national cross, &c., is remarkable more for the curiosity of the devices than for its size or beauty of design.



SHUTTLELESS LOOM.—BY T. S. REED AND CO., DERBY.—(SEE PAGE 471.)



CHATELAINE.—BY THORNHILL, BOND-STREET.

We have here a very complete specimen of this description of ornamental paraphernalia, all the articles being finished with great correctness.

GENTLEMAN'S DRESSING-CASE. BY EDWARDS.

(Engraved upon the next page.)

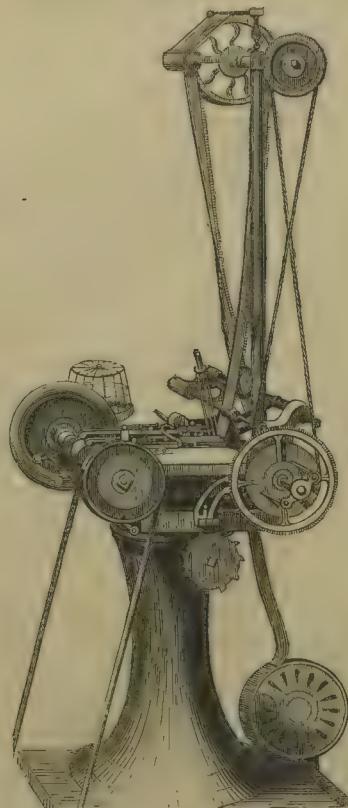
This beautiful piece of workmanship, both tasteful and substantial, does infinite credit to the old-established firm whence it emanates; the fittings up are very elegant. It consists of three distinct departments, either of which can be raised to any convenient elevation, and remain stationary whilst required. The hinge is on a new principle, the invention (patent) of the exhibitors.

GENTLEMAN'S DESPATCH AND WRITING-CASE. BY EDWARDS.

This, also, is an admirable specimen of workmanship; a despatch and writing-case combined, to open on the same principle as the dressing-case. It is covered with purple morocco, and lined with purple velvet. The instruments and fittings are of mother-of-pearl and gold. The ink and light open by the pressure of an extra spring, which obviates the inconvenience of removing them when required for use. An Engraving of this elegant article will be found on the next page.

CARD-SETTING MACHINE. BY SYKES BROTHERS.

This card-setting machine is exhibited by Messrs. Joseph Sykes Brothers, card-manufacturers, Acre-mills, Lindley, near Huddersfield. It is one of the most ingenious and beautiful pieces of machinery in the Exhibition, and produces the complete card from the wire and leather, cloth, or India-rubber.



CARD-SETTING MACHINE.—BY SYKES BROTHERS.

PAXTON FURNITURE. BY FLEISCHMANN, OF SONNENBERG.

Fleischmann, of Sonnenberg, in the Duchy of Saxe-Meiningen, exhibits a variety of decorative subjects, in a style peculiar to many provincial parts of Germany; a style in which lightness of material is combined with great fancifulness of device, and much gaudiness of colouring, gilding, &c. These things would hardly pass muster in busy, business-like London, either as works of utility or ornament; but in the villa residences

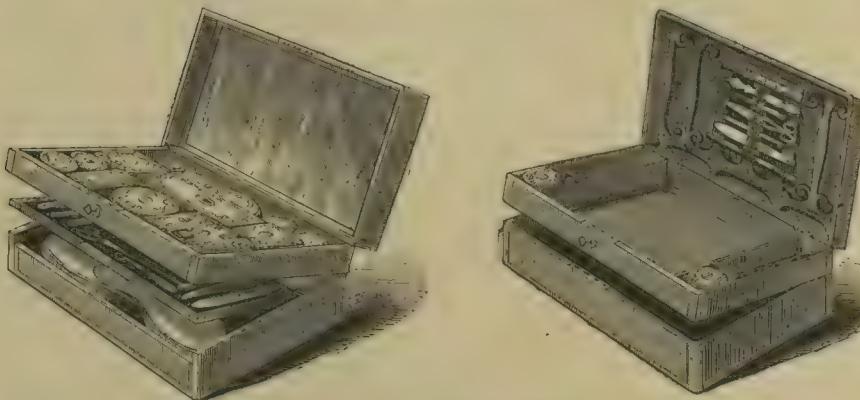


FOUNTAIN.—BY JABEZ JAMES.—(SEE PAGE 464.)



PAXTON FURNITURE.—BY A. FLEISCHMANN, OF SONNENBERG.

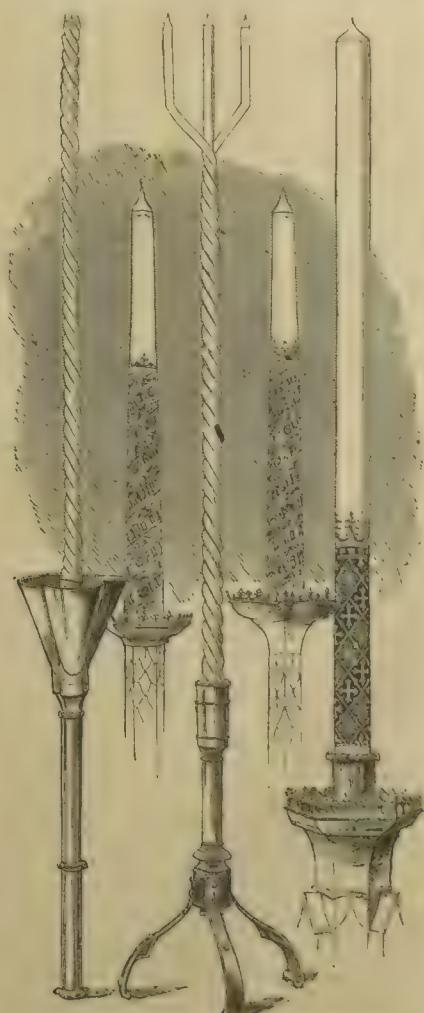
In the Rhenish provinces they serve to fill up a vacant corner, and to gratify the eye of a simple-minded people with representations of natural objects, which, though of every-day recurrence, are esteemed as emblems of their nationality: the vine, the chase, the guitar, and a lover, make up the sum of a German's earthly enjoyments. Iron and glass are the chief materials of these articles, and which, in consequence, have been named, in honour of the architect of the Crystal Palace, "Paxton Furniture."



DRESSING-CASE AND WRITING-CASE.—BY EDWARDS, OF KING-STREET.—(SEE PAGE 460.)



GROUP OF CHINA.—BY MESSRS. GOODE.—(SEE PAGE 465.)



MEDIEVAL CANDLES.—BY TUCKER AND CO.—(SEE PAGE 466.)

## MUSICAL INSTRUMENTS.

(FOURTH NOTICE.)

It has often been a question—and one which would be most interesting to solve satisfactorily—whether the flute, so popular among the Greeks and Romans and other nations of antiquity, was the same in form as the German or transverse flute of the present day; there are no correct data on which to form a direct answer to the question. We have no instruments of the kind handed down to us, nor any sculptured representation answering to the description, for the musical instruments, as well as the music of the ancients, are enveloped in almost impenetrable mystery. It is true, that, on some Roman tessellated pavement, there was discovered the representation of a young man playing on an instrument similar to the flute, held transversely to the mouth; and, we have heard, there is an antique statue of a fawn, with a pipe, in the same position; but we have no means of proving this was the flute of the ancient Greeks. When the flute is spoken of by the Greek and Latin authors, it is evident not a single instrument, but a class of instruments is alluded to. If we were, however, to hazard an opinion on the subject, we should be inclined to hold with those who believe that the flute of the ancients was open at both ends, and held perpendicularly when played. We are strengthened in this opinion by the fact of there being right and left-handed flutes, and that they differed in tone, and were employed under various circumstances, according to the character of the music, whether solemn or lively, grave or gay. The right-handed flutes gave the bass, and the left-handed the treble notes: they were often played alternately, and it will at once be perceived, that while it would be perfectly possible to play right and left-handed flutes held perpendicularly, and to change them with facility, it would be exceedingly awkward and difficult to do the same thing with the instrument held transversely. How far this inference helps to decide the question, we must leave to be determined by others; but that the flute was held in the highest estimation by the Greeks and Romans, and that it was their most important musical instrument, there can be no doubt. Prizes were contended for by the most celebrated performers at the Olympian and other games; the professors and teachers of the instrument realised handsome fortunes, and lived in a style of the greatest luxury and extravagance. There were also colleges of flute-players, and bands of fifty and 100 performers. Among the Grecian and Roman ladies there were also several celebrated players, and, like the pianoforte at the present day, it was considered an indispensable accomplishment among the highly educated and fashionable. It was also the principal musical instrument employed in the sacred service of the temples. Even Xenophon thought it not unworthy of him to give his advice to professors; and to a young man who did not meet with the patronage he desired, he recommends "to take a large house and live in great style, that he may be thought a first-rate performer." This advice, how to make a reputation, is often enough acted upon in the present day, much to the hurt of the really clever and honest professor; and this branch, at least, of the art, or rather art, of the musician seems to have undergone little change since the historian of Cyrus.

We must now turn to the flutes in the Great Exhibition; but first we will give a glance at the improvements introduced by Böhm of Munich.

M. Böhm produced his first flute in 1832; but it was brought into general notice by the Academy of Sciences at Paris, who, on its being brought before them, with the ready attention to scientific improvement which characterises that distinguished body, at once named a commission to inquire into its merits, whose report was unanimously in its favour, and who at once recommended its adoption in the Conservatoire of Paris in preference to the old flute. Had it not been for this favourable report, and the alacrity with which every improvement in art or science is taken up on the Continent, we are afraid the flute of Böhm would have been long ere it found its way into general use, and would have had an overwhelming amount of prejudice to contend against, prejudice of the worst kind, namely, that founded in ignorance.

The improvements in Böhm's first flute consisted in the correct distribution of the holes at equal relative distances, and in masking them of equal sizes. This was effected by following out the principle on which a single note is produced, and applying it to the production of others. Our readers will at once understand this, by considering that any tube of a certain given length and diameter will, when sounded, give out a certain note of a certain pitch. Assume that note to be C natural, by cutting off a proportionate quantity of the tube the tone is sharpened, and G sharp can be produced; by again cutting off the same quantity, you get the next note higher, and so on until the octave is completed. Instead, however, of shortening the tube in the flute, and other instruments of the kind, holes are bored at the same distances that the tube would be shortened, which answers the same purpose. Now, supposing the diameter of the tube to be the same throughout, an equal quantity ought to be cut off to produce each note, therefore the holes answering the same purpose ought to be equidistant. We may observe that there may be some slight modification of these principles to answer particular purposes, such as the equal temperament in tuning, &c.

The other improvement in Böhm's first flute is the substitution of open for closed keys, he having discovered that not only was it mechanically easier to keep a key open with a spring which was not required to be so strong to keep it open as to keep it perfectly closed, but also that the closed keys acted as a damper to the next note above, and produced a muffled tone, or what is technically termed a veiled note. This was Böhm's first flute, and how it was appreciated on the Continent we have already shewn. He next found that, however exactly he placed the holes, some of the notes were still unequal—some being weaker, and not so clear and full as the others. It then occurred to him, that there must be something radically incorrect in the primary construction of the tube; he therefore substituted a perfectly cylindrical in the place of the conical bore, and introduced his parabolos head joint, which has the effect of refracting and propelling the sound with greater velocity, and, though not necessary to the production of perfect and equal notes (the correct proportions of the cylinder and the place the hole effecting this), is of great advantage as an aid to quicker and more facile execution. It was evident that in the conical bore the notes in the narrow part of the tube could not be so clear and powerful as in the wide, and that, by adopting a perfect cylinder, there would be the same force to every note, and they would consequently be equal.

This was the second improvement of Böhm, and we see that he had entirely to remodel the construction of the instrument. The same principles apply also to other instruments.

Some how self-evident and simple are the principles upon which these effective improvements have been founded, the wonder is that they were not adopted before; but it must be borne in mind, that the transition from the old flute, A, B, C, to the German flute, and thence to the present keyed flute, was not effected at once: note by note, and key by key, was added to suit the necessities of the performer, or the idea of improvement possessed by the manufacturer. An improved but imperfect instrument had grown up, and while, from time to time, considerable talent and ingenuity was employed in perfecting it, the makers and professors were hardly prepared for an alteration in the very first principles of the construction of the instrument.

M. Böhm, in the Foreign Department, Bavaria (No. 23), exhibits a cylindrical flute, of silver, with the following improvements—correct proportions in the construction of the tube, a new arrangement of the key-mechanism, and a new form of embouchure of gold; flute d'amour, in B flat, in German silver; and a model of a patent hautboy, constructed on the same principles. These three instruments are in a small glass case in the Gallery; they are not so remarkable for their high finish in point of workmanship, though in this particular they are excellent; as for the disposition of the keys, which are arranged to come under the fingers in a more natural and regular order. At first sight, the mechanism appears somewhat complicated, and we have heard this brought forward as an argument against Böhm's improved arrangement of the keys. We cannot, however, but consider it an ill-founded prejudice. Any piece of mechanism that has more than a single simple motion, according to this rule, would be complicated; we might with equal reason call the large marine engine, of Bolton and Watt, complicated, as compared with the primitive but interesting model of the early application of steam-power to locomotion by its side. When every piece of mechanism has its proper employment and use, and does not interfere with the action of the other, there can be no complication. The first repetition action applied to the grand pianoforte was called

complicated; yet we now see that no instrument of the kind is considered complete without.

We now turn to the French department:—

M. Clair Godfray, Sen. de Paris (No. 454), exhibits wood and silver flutes of fine workmanship and high finish in every particular. M. Tulon (358) exhibits improved flutes, with a new disposition of the keys, and hautboy, of first-class construction and make. M. Bouet, Jun. (442), exhibits clarionets on a new plan, flutes, oboes, and bassoon, for military bands, of excellent construction.

M. Trüber (1510) exhibits flutes and clarionets, highly finished, and a clarionet in tortoiseshell and silver. M. Breton (No. 1555) crystal and wooden flutes, on Böhm's principle, and clarionet, also on Böhm's principle, of very excellent make, but we cannot see the beauty or utility of the crystal flutes. The other exhibitors in this department are M. Besson (424) and M. Roth (933).

In the Austrian department, M. Uhlmann, of Vienna (No. 155), exhibits hautboys and clarionets elegantly mounted and of fine workmanship. In the Belgian department, M. Mahillon, of Brussels, exhibits clarionets, &c. From Denmark, M. Silbøe, of Copenhagen (No. 31), exhibits an ebony flute, with eleven silver keys, and an archimedean bore; clarionet, in B flat, with two mouth-pieces, of J. Van Müller's construction, and also hautboy, on the old Dresden pattern.

We have also flutes and other wind instruments of wood from the Zollverein, Saxony, and other parts of Germany; and in the American department, M. Eisenbrant (413), of New York, exhibits some highly finished flutes, with jewelled keys. In the English department, Messrs. Rudall and Rose (No. 530) exhibit Böhm's patent flute, Carte's patent flutes in silver and wood, and the improved ordinary flute: these instruments are of the highest possible finish, and in Carte's patent flutes the keys are arranged to give superior facilities for execution. Before the improvements of Böhm, Messrs. Rudall and Rose had arrived at the greatest attainable perfection in the manufacture of their flutes on the old system, not having the good fortune to light on the same improvements as Böhm: they, however, knew how to appreciate them, and at once made arrangements with him which secured to them the sole right of manufacturing flutes on his principle in England.

Mr. Card (546) exhibits silver, gold, and electro-silvered, and other flutes, of excellent make. Mr. Sicamea (525) exhibits specimens of his diatonic flutes; and Mr. Potter (533), Clinton's flutes, with the old fingering throughout. Messrs. Pask and Koenig also exhibit flutes.

Before leaving the subject of flutes, let us suggest to the manufacturers and professors of the instrument the propriety and necessity of combining together, and deciding on the adoption of one perfect system of fingering and disposition of the keys. At present there are no less than six or seven systems; and great as have been the improvements on the instrument, and beautiful as it may be in tone and perfect in intonation, it can never become really popular or do otherwise than decline, and the learner, who imagines he has acquired the art of flute-playing, finds to his mortification, that he has only learnt the system, perhaps erroneous, of a particular master or manufacturer. Who would not, when this is the case, abandon the instrument in disgust?

Our limits would not allow us to enter into the history of the violin, and to trace its progressive improvement would be a difficult matter. The violin, unlike all other musical instruments, has remained stationary, and has undergone little or no improvement since the days of the Amati's, Stainer, Guarnerius, and Stradivarius; and in the hands of these inimitable masters the instrument seems to have reached its greatest perfection. Differing, again, from other musical instruments, the violin improves by age, and hence the instruments of the old masters fetch immense prices, and those by Amati and Stradivarius have realised as much as from 200 to 300 guineas for a perfect instrument in fine preservation, and £70 to £80, or £100 would be considered cheap for a good Amati. Stradivarius, at the present moment, is in much request, and fetches the highest prices.

Commenting with the violins exhibited in the French department by Villamme of Paris (785), the style and workmanship of the famous Italian makers of Cremona—Amati, Stradivarius, Joseph Guarnerius—are imitated to the life in workmanship and beauty, and the appearance of age and wear is given to them with remarkable exactness. Those who are aware that the knife is one of the principal tools employed in the construction of the violin, and that the砍 and form of the scroll and sound-holes peculiar to each maker, is almost as well known and distinguishable as the style of a person's handwriting, will appreciate the cleverness and beauty of these imitations. The varnish of these instruments, however, seems deficient in richness and brilliancy. Mr. Vilamme, also, exhibits a violoncello and bass of excellent model, and a gigantic double bass with machine head and stop; also bows made by machinery patented.

M. Bonnardel (421) exhibits some well-made violins.

M. Jacquot (547) exhibits violins and violoncellos, and

MM. Husson and Buthous (885), among other instruments, violins of very good workmanship.

In the Austrian department we have also some beautiful models.

C. Enrico, of Cremona (147), exhibits a violin of great elegance and beauty, remarkable also for the brilliancy of its varnish.

M. Bittner (144), of Vienna, exhibits violins, tenor and violoncello, exceedingly good, and worthy of notice.

M. Kossel (145), of Turnau, Bohemia, violoncello, inlaid with mother-of-pearl; and M. Herzl, of Gratz, Styria, violin, tenor and violoncello, of first-rate workmanship. We have also in this department some fine specimens of Italian strings, from Padua and Venice. There are also a considerable number of violins, tenor violoncellos, and double basses, exhibited in their different departments, from various parts of Germany; but, however good they may be in tone, they display neither the elegance of form or finish of the violins on the Italian model. There is also a small violin in the Russian department, the upper part made of fir, the sides, back, &c., of plane-wood, by H. Kuder, of Warsaw; and everything else in this department, it is of excellent workmanship. In the English department, Class 10 (537), Messrs. Purdy and Fendy exhibit violins, violoncellos, and a double bass, in which, without servilely copying the old Cremona makers, they have succeeded in producing very beautiful models. In these instruments they have not attempted any artificial sea-soning or colouring of the wood by baking it, or staining it in hot water; effectually, only age should do this, but have produced new instruments on as perfect a model as possible, in which the wood is in no way weakened or impaired, but left in its natural state and appearance. This was the method of the old Cremona makers; had they done otherwise, their instruments would never have preserved their freshness and strength, matured by age, for a period of upwards of 200 years. Messrs. Purdy and Fendy have also employed a varnish which they think, with time, will equal in brilliancy and durability the celebrated varnish used by the old Italian makers, the preparation and application of which is a secret supposed to be lost. It seems to answer very well, but we think climate has much to do with it, and that no varnish will dry so well in the damp atmosphere of this country, and that the excellence of the old varnish is in a great measure attributable to the warm dry climate of southern Italy, and which no artificial heat can equal; the same causes are in operation in America at the present moment. The cabinet-makers of New York employ a copal varnish for their furniture, pianofortes, &c., greatly surpassing in brilliancy and durability our French polish, but which the moist atmosphere of our own climate makes it impossible to apply in the same perfection as in their dry air.

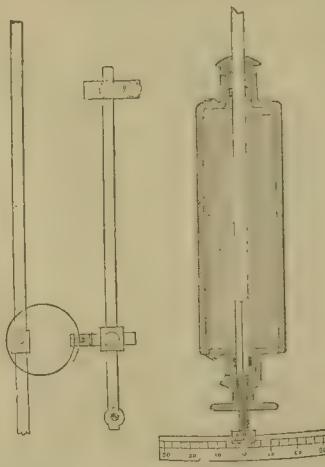
Messrs. Beets (No. 618) exhibit two violins, correctly modelled and finished with great care. Mr. Foster (509) exhibits a violin and violoncello made after the models of his grandfather, well known as "Old Foster," whose instruments are still much esteemed for their clean workmanship and excellent tone.

## DAGUERREOTYPE ACCELERATOR.

It is generally known that the faithful portrayal of either animate or inanimate objects by the Daguerreotype depends very materially upon the volume of light at that period existing, and that, in such respect, those climates which are the brightest and clearest are necessarily the best for the development of this wonderful power. In winter and in twilight, or upon a dull day, all efforts to obtain a sharp and correct likeness are next to impossible; and those circumstances are often subjects of great disappointment both to the sitter and to the operator. Any means by which such obstacles could be got rid of must be of interest; and, without dwelling upon the length of time and patient perseverance which it has cost the discoverer before he brought his invention to perfection, we may briefly introduce the apparatus of Mr. Beaumont, of Ulster, to the notice of those most interested. By it well-defined likenesses are taken, equal to those of the strongest sunlight, in an aerial medium many degrees less in luminous power. It has the advantage of giving to the ordinary apparatus an enlarged scope

or field of vision; and thus but a comparatively small apartment is necessary for its successful action. It assists in transferring the most delicate tracery of the muscles and even the veins of the flesh, and imparts that roundness to the parts observable in nature. But what, perhaps, is of equal importance with those advantages we have named, is that it does this in less time than usual, and thereby less risk is incurred of the likeness being marred or bleared by the movement of the sitter. In the latter respect it is of great use where children are the models—one of the specimens exhibited in the Crystal Palace absolutely showing the transient smile of infantine simplicity, which must have lasted but a moment, and that moment seized.

## LOSEBY'S COMPENSATING PENDULUM.



The above is a new form of compensating mercurial pendulum, invented by Loseby, of Islington. It exhibits several important modifications of the usual form of pendulum, and is a very beautiful piece of mechanism. We shall recur to this, and some others of Mr. Loseby's productions in the Horological department, in a future notice.

## SCOTLAND.—THE LOWLANDS.

HAVING given a considerable portion of our columns to the consideration of the Highland stand in the Exhibition, we feel we must not overlook the Lowland stand of James Locke (Class 12, No. 18), in which we find a select variety of general Scotch goods, and a full assortment of the real Scotch wool make, and beautiful heather and stone colours, arranged in a picturesque group. These mixtures are considered to be among the best goods manufactured of our home wool. A fleece from a Cheviot wether is also shown, together with the various processes by which it is prepared for the loom. We understand that the Albert grey tweed was first suggested to Mr. Locke when fishing near Roxburgh Castle, by the grey moss or growth which covered the bark of the trees. It so happened that Prince Albert had a dress of this very kind on his first visit to Scotland for deer-stalking.

Mr. Locke was one of the first, if not the first, who introduced Scotch goods into the London markets, more particularly the mand, in respect to which a few particulars may not be inappropriate at the present time of year.

The railroads have done much for this article; exposure to the wet and the inclemency of the weather being much less in that mode of travelling than on the coach, they are now fast superseding the cape and macintosh in the opinion of many gentlemen very competent, from their experience, to judge of the superiority of the one or the other. The genial warmth of the mand, when wrapped across the chest or round the body in its different folds, is now felt to be more comfortable than the cold waterproofs; in fact, it is only known by those who have worn the same stuff in trousers, viz. "shepherd's plaid," that it is both warm and cold, for, singular as it may appear, it is cool in summer, and it is warm in winter! The mand, being made of the same material, partakes of both these rare qualities. In the carriage they are now recommended by several of the faculty to invalids as light and warm, allowing the perspiration to escape freely, and possessing an easiness of wear which is very delightful, when worn either about the body or wrapped around the legs. Gentlemen find them a very comfortable companion when travelling abroad, either as a defence from rain during the day or as a counterpane on their bed during the night; many sleep in them as a talisman against a damp bed; and it is a well-known fact that, when you get wet in any woollen article, you are less likely to catch cold than in any other material, such as cotton or linen. It is a common custom among the shepherds of the present day to wet their hands to keep out the cold; nor does this singular mode of defence from the inclemency of the weather, to which they by their occupation are often subjected, appear to be a modern discovery, for Birt, who resided among the Highlanders and wrote in the year 1725, says:—"The Highlanders were so accustomed to sleep in the open air, that the want of shelter was of little consequence to them. It was usual before they lay down to dip their plaids in water, by which the cloth was less pervious to the wind." It will be found on trial, that, in travelling, as the mand gets saturated with rain it gets warmer; and many gentlemen have said, that in ten or twelve hours' rain (say from Edinburgh to Carlisle) they have managed to keep themselves dry with one of ordinary size.

The mand, however, may be said to be a long scarf, from 3 yards to 4 yards long, generally 1½ yards wide, and sometimes 2 yards. The most common colour is the check of six threads of black and six of white, known technically as a six-and-six check, called the Lowland or Border check; and in the counties of Northumberland, Cumberland, Roxburgh, and Dumfries, when a shepherd-boy first goes "to service out among the farmers' sons," the "gudewife" cuts a "whang" of about three or four yards length, from her home-spun plaid web, to keep him warm when herding the sheep on the hills. As the youth grows and gets bigger, the mand which has been thus homely made is, of course, increased in size.

The plaid, as worn in the Highland costume, is fastened with a brooch on the left shoulder, and is, doubtless, of very ancient origin. King Robert the Bruce's brooch was presented by the Ilon Fox Maule to Prince Albert, on the occasion of his Majesty's visit to Scotland. The Lowlanders, on the contrary, use the right shoulder. (See Sir Walter Scott's monument at Glasgow.)

The Highland regiments wear the plaid in full dress: the 42nd use the Campbell, the 71st the Mackenzie (or McLeod), the 72nd wear the Prince Charlie, the 74th have adopted the Forbes, the 75th a smaller set of Mackenzie, and the 76th (what is called) the Cameron or McDonald with yellow stripe, the 92nd the Gordon with single stripe of yellow, and the 93rd the large Campbell, generally called the Sutherland.

These are all worn open at the ends, and about 3½ yards in length, in fine woollen, or a coarser kind for undress, the silk poplin being much out of use since the woollen plaids are made in such fine material.

The mand, on the contrary, is generally shut or sewed up at one end. When worn by the shepherds or drovers, who often carry provisions and other articles of use in it—sometimes a young lamb—it is called a "lock" or "neukie," and the old adage, "to live on your am pock neukie," may come from this very thing. But, as it has been observed before, for usefulness generally, and for covering a bed, with both ends open and fringed, are the best. When sewn up at one end, no tie or pin is required, as the left elbow is generally poked into it and acts as a purse-case to wrap one's self tightly in it.

## CARPETS, TAPESTRY, AND FLOOR-CLOTHS.

The display of carpets, although very unfavourably arranged for examination, is, without question, the finest that has ever before been gathered together under one roof; and if we were asked to point out the section of the Exhibition which most distinctly proves the advantage of comparing our own progress with that of other countries, we should select the specimens of carpet manufacture. The English specimens are all arranged, by the Catalogue, in Class 19, suspended round the south and north galleries; the foreign carpets in the limits assigned to their respective countries.

In number and variety of manufacture Great Britain takes the lead, as might be expected, considering that we use more carpets and export more carpets than all the rest of the world put together; but the honourable competition of other countries has enriched our Crystal Museum with specimens of extraordinary beauty in materials and workmanship, such as we can scarcely expect to see produced again as matters of commercial speculation. England, Scotland, and Ireland claim upwards of thirty manufacturer exhibitors; that is to say, from London, Kidderminster (whence about twenty date), Wilton, Leeds, Halifax, Durham, Kendal, and Stourport, in England; from Glasgow, Kilmarnock, Banockburn, and Lasswade, in Scotland; and from Dublin; and, in addition to these manufacturers, there are several enterprising firms, who display goods prepared by their direct orders for sale in London, in various parts of England and Scotland, and even in Turkey and India, not to mention France.

Seven exhibitors are French, two Algerian, five Belgian, three Dutch, two Austrian, and eight of the Zollverein; two are Swiss, one Danish, one Portuguese, two Tunisian. The East India Company display several splendid specimens of Oriental workmanship; among others, a silk carpet of incalculable value from Cashmere. The United States has contributed only one carpet; and yet, as we shall presently explain, a citizen of the United States might have carried off the great medal for a new and valuable improvement in the manufacture of carpets, if he had chosen to have sent specimens of the manufacture, which he has recently commenced on an extensive scale.

The inconvenience of the arrangement by which lace, embroidery, and other still more incongruous objects, are mixed up together, and by which, to further increase the confusion in the Catalogue, each manufacturer has only one number indiscriminately affixed to Brussels, Scotch, and velvet carpets, renders a critical notice of fabrics which can only be seen at a distance, and not felt, extremely difficult.

In considering the subject, a distinction must be drawn between commercial carpets, and carpets made without regard to cost, as a matter of state luxury, or a means of improving the taste of the particular nation at whose expense the work is carried on. Almost every European state, with the exception of our own, has a Royal or National manufactory of some kind, in which, at national expense, very magnificent things are produced, to be presented as presents to Royal or noble personages, and to be sold to the few who can afford to pay fabulous prices for hand labour combined with high artistic excellence. The Gobelin was one of the earliest of these state manufactories. It was founded by Louis XI. in the reign of Louis XI., in the silk and dye-works which had been carried on by brothers of that name from the time of Francis I. Collett attached to the Gobelin a school for instruction in art and science, in connexion with manufacturers at the head of which he placed the celebrated painter Le Brun (whose battles of Alexander still form favourite stock pieces in Gobelin tapestry); and from that establishment and the one at Beauvais the tapestry and carpet manufactories of other great states have been initiated—in Austria, for instance, and imperfectly copied.

When contemplating, with as much wonder as pleasure, some of the exquisite productions of the Gobelin manufactory, to be found on the north side of the French department, it will be an encouragement to our workmen to learn that these brilliant colours and harmonious designs are not the result of accident or intuition, but of 200 years of uninterrupted practice and instruction.

Next in order, after the costly hand-worked looms, where everything depends on the skill of the workman, come the contrivances for producing the effect of rich handwork by machinery, at more moderate cost.

The first successful attempt of the kind was *Wigtock's Patent Tapestry and Velvet Pile Carpets*, of which the patent, renewed a few years ago for a limited period, has just expired. By this process each worsted thread is coloured in all the colours intended for the design before commencing weaving. We had an opportunity of seeing the whole process, some months back, at Kidderminster, at the manufactory of Messrs. Pardoe and Hoomans, very active promoters of the Exhibition (when the exhibition was not so popular as it afterwards became) and found the operation sufficiently curious to be worth describing.

In order to make a piece of carpet of say six thousand yards in length, as soon as the intended pattern has been reduced and transferred to a paper covered with squares, like that used by ladies in doing Berlin wool-work, a thread of yarn long enough to extend the whole length of the intended carpet is wound round an immense drum of wood arranged horizontally, so as to turn round when needed by a lever. This drum is surrounded at one edge with a brass rim, graduated with numbered lines, the figures of which answer to figures on the pattern-paper of the intended carpet. Underneath the drum is arranged an apparatus which can be drawn along a groove backwards and forwards like the shuttle of power-looms. A girl in charge of the drum holds in one hand a few inches of the pattern; a boy sits on the ground with boxes and brushes of all the needful colours. The girl counts off the space of one revolution. Under her orders, the boy puts on any colour—say red—which he causes to be drawn against the bottom of the drum until a line has been painted across the whole breadth; the girl turns the drum until she has covered a due space with red; then orders green or blue, or white, as the case may be, and so until the worsted thread has received all the colours necessary for a longitudinal thread of 6000 yards. When enough of threads to form the pattern face of a carpet have been coloured, they are dried in the *hulls of oats*, and then submitted to a steam pressure, which fixes the colours. They are then handed over to girls, called, from the difficulty and skill needed in their employment, "the ladies," whose duty it is, after having learned by rote the pattern, to arrange the number of threads necessary to form the face of a breadth of three-quarters of a yard in the order of the pattern, as it must be when woven in a linen back. This is a most harassing and fatiguing operation, as fast as a bit of a few inches is completed, it is wound round a roller, and made fast until the whole length is completed. When all is arranged, the roll is transferred to the weaver, who weaves it, in the ordinary mode, to a stout hemp back. When the wire rods used to form the loops, as in the ordinary Brussels manufactory, are drawn out, a tapestry carpet, as it is called, is produced with a wavy outline; when the rods are cut out, the result is a velvet pile. The advantage of this process consists in the facility with which a variety of colours can be introduced—in flowers, for instance—and in an economy of worsted. This mode of manufacture has been rapidly extended of late years under licence from the patentees; and now that the patent has expired, we may anticipate further improvements.

The second machine-made fabric is the *Patent Axminster Carpet*, invented by Messrs. Templeton and Co., of Glasgow (315), which has great advantages where one design of moderate size is frequently repeated, as nearly the whole process can be effected by the patented machinery. The worsted is woven in stripes as *chenille*, the various colours intended to be used in the pattern being inserted in their proper places. The stripes are then separated, and by machinery the worsted ends are made to stand upright. These stripes in weaving are used as wafers, and form the face of the carpet. By this process there is also an economy of woolen over the Turkey and Axminster mode, in which the worsted passes to the back as well as the front.

The third process of manufacture to which we shall draw attention is that of the *Patent Wool Mosaic Carpet* fabrics exhibited by Messrs. Crosley, in rugs, tapestry, and one carpet—the first of the kind ever made. These fabrics resemble externally Axminster work, but are produced in the following curious and ingenious manner, which was first invented in Prussia, but has since been patented and extended in application in this country. The pattern is composed of threads arranged longitudinally, the ends forming the design. This having been completed, and the whole compacted together by strong pressure, a back of coarse linen covered with a glue composed of a solution of esculin is applied to the ends, and, as soon as they adhere firmly, a slice of wool of the length required is sheared off. On this slice the pattern is of course displayed. The operation is repeated

until the material is exhausted. The economy of this process is founded on the same principle as that by which an intended inland floor or piece of *parquet* is made a foot thick, and then sawed into veneers sufficient for fifty rooms precisely the same pattern. But the patent mosaic wool manufacture is obviously more suited for making rugs, table-covers, and other articles of limited size, than for carpets, as it is extremely difficult to conceal the marks of the joinings.

A fourth mode of producing carpets and tapestry is that popularly known as Bright's patent, from the name of the principle manufacturers, but which ought properly to be called Sievier's and Burch's patent. Sievier invented a mode of weaving carpets and tapestry in a power-loom, and Burch succeeded, after many failures, in printing the fabric by machine-worked blocks. In this manufacture, as in Brussels and in Whytock's patent, where the brass rods which formed the loop are allowed to remain, the result is a tapestry, a plain-looped fabric; where they are cut out, a velvet pile. The carpets of Sievier's and Burch's patent bear in design the same relation to hand-worked carpets that hand-worked wood-cuts bear to those worked off by machinery. The process affords room for great variety in patterns, and rapidity of execution; and the difference in cost enables parties who are content with a handsome general effect, to enjoy the designs and appearance of carpets or curtains, which, woven by hand, would cost at least a guinea a yard.

*Brussels Carpets.*—This manufacture was transplanted to Kidderminster from Tournai, in Flanders, about ninety years ago, and has become a staple trade of this country, when it was thriving on the tastes of the people. It is characteristic of the two people, that a Frenchman, even in the northern and colder parts of France, commonly furnishing his sitting-room by purchasing a chimney-piece, an Englishman by buying a carpet. Hence the demand for cheap good carpets is immense in England, and throughout the United States, where the people have English tastes; while in France the only nourishing manufacturers are of the velvet pile, or *moquette velouté*, and other richer kinds. For common use, Brussels carpet must always remain in favour, as cheap, durable, and handsome.

The French borrowed the Brussels manufacture from us, as we did from the Belgians; as yet they are inferior in texture and cheapness, but they show a superiority in design, which may easily be traced to the schools of manufacturing art, to which we have already alluded.

To describe the process of a manufacture so common as that of Brussels, would be unnecessary, but within the last few days we have examined specimens of the best Brussels carpet of the quality known as five-frame, woven by steam power, by Mr. Bigelow, of the United States. This invention will very soon revolutionise the trade. Mr. Bigelow has achieved what has often been attempted without success, and produces a first-rate article, which, if it had been sent to the Exhibition, would have obtained for him the great medal, only granted to the inventors or improvers of a manufacturing process. Since the arrival of specimens of Mr. Bigelow's goods (consigned to Messrs. Jackson and Graham) another important improvement has been made by Alfred Beach, a carpet-weaver, in the employ of Mr. Fawcett, of Kidderminster, and patented and exhibited by that gentleman.

It is worthy of note, that, so far, all the inventions we have described have found an ample increasing demand, without diminishing the ordinary production by the old methods.

With respect to Kidderminster, or more properly Scotch carpets, which are scarcely made at Kidderminster—and the still cheaper kind known as *Vezetian*—we have only to refer to the specimens hung from the girders of the galleries, having no remarkable improvement to note.

Among the foreign carpets, made on the Turkish or Axminster principle, those exhibited in the Indian department on the east wall, outside the tent of shawls, and the small praying carpets in the tent, are particularly deserving of attention. There are great differences of opinion as to the manner in which carpet designs should be treated: some consider, that, for rooms of state, they cannot be too brilliantly gorged, or too profusely adorned with fruits and flowers; while some, judging by the specimens in the Exhibition, consider even architectural ornaments, pictures, and landscapes admissible; others contend that a carpet should be carefully subdued, so as not to distract that attention which tapestry hung on walls may fairly demand, and, therefore, they prefer subdued colours and flat forms, with but slight interposition of flowers. We incline to the latter opinion, especially in rooms of moderate size, crowded with furniture as English rooms usually are; for this reason, we think the Indian carpets good models for imitation. As curiosities, we note in the Tunisian bay two carpet, or rather long rugs, of singular but comfortable appearance, one of them adorned with rude figures of men and women. These could scarcely have been woven by Mahomedans, whose creed forbids the representation of living forms. They are not cheap—222 for about 18 feet by four.

In the French department the great feature is the Gobelin carpet on foot. So costly a work can only be produced as a specimen of what unlimited expense can do. The harmony of the colours is more pleasing than the design.

The Austrian carpets are inferior copies, in workmanship and design, of the French. A carpet made by Maria Louise, with the aid of several Royal relatives, is interesting as a specimen of amateur workmanship.

The Royal Dutch manufactory of Deventer, and the Belgian of Tournai, are both respectably represented by specimens which offer no novelty, but are handsome, well made, and really suited for use.

M. Sandrouzou de Lamormaix, MM. Demi Doineau, Laroque, and Castel, display carpets only second in execution to the Gobelins; but we protest against one which is bordered with emblematic symbols of the Exhibition. The French have also sent specimens of cut velvet or Brussels carpets, from MM. Flasier, of Nismes, and Requillant, of Turcoing, which show the progress they have made in a manufacture which they transplanted from England within the last fifteen years, and the advantage they derive from the regular artistic instruction open to all classes in that country. Among the English exhibitors of carpets rivaling the Royal and national manufactories of the Continent, we may particularly allude to the contributions of Messrs. Jackson and Graham (399), who actually manufacture tapestry as well as carpets at their establishment, in Oxford-street; amongst others, a carpet in the Louis Quinze style, of Messrs. Watson and Bell (337), made at Wilton, by Blackmore, and commanded by her Majesty; and to the contribution of Messrs. Lapworth: but, as before observed, as all the carpets of each contributor bear but one number, it is impossible to designate each as particularly as we could wish.

Among the beautiful collection of rugs, one having the celebrated *Victoria regia* lily in the centre cannot be passed over.

Of the patent Axminster carpets, the one designed for her Majesty by Mr. Gruner, executed by the patentees, and exhibited by Messrs. Dowbiggin, leaves nothing to be desired either in beauty or texture. Carpets, rugs, and curtains made by the same process (315) are well worth attention.

The other velvet carpets, to which we would especially direct attention, are Harris, of Stourport (192), the manufacture being better than the design; Dove, of Leeds (155); and Messrs. Brenton, of Kidderminster (110), who are very large exhibitors in every section.

Messrs. Crossley's (142) patent mosaic wool work follows in natural order. In Whycock's patent, we would note the contributions of Messrs. Henderson and Widnell (201), especially one in which the fern leaves form a beautiful feature in the design; and another of orchidaceous plants. Messrs. Pardoe and Hoomans have a maroon and white ground, with rich flowers, apparently from a French design, of excellent texture and great brilliancy.

The carpets known as Bright's patent are arranged in the South Gallery (401). The curtains in the North Gallery are so good, that we have not envy, the carpet manufacturing population need nothing but instruction to render them equal, if not superior in every respect, to any country in the world. The demand for carpets at home and abroad is constantly increasing; improvements in machinery are of daily occurrence, but no regular course of instructive carpet design has ever been instituted, and in Kidderminster, the seat of the manufacture, no school of drawing exists, nor indeed any public school for conferring superior education to the classes employed in one of our most flourishing manufactures. It stands to reason that we are much more likely to improve a manufacture by developing the innate talent of the youth employed in that manufacture than by relying on artists ignorant of the requirement and capabilities of the special process. And we trust, that serious exertions will be made to repay our artisans and manufacturing hands for the glory they have so largely contributed to bestow on Great Britain by distributing more widely the knowledge which would give them greater industrial power.

## ROPES AND CORDAGE.

THERE is a dry, ungenial sound about the above heading, which, to some of our readers, may suggest anything but a lively interest. Nevertheless, we venture to maintain, that a review of the rope department of the Great Exhibition could by no means have been omitted with any show of propriety from our general history of the vast Industrial Palace and its contents.

What makes a rope an object of special interest to an Englishman, is its intimate association with the ship—that type of our national supremacy. The sight of a coil of hempen cable at once suggests to his imagination the taper masts and delicate tracery of rigging darkly defined against the sky as the stout vessel lies comfortably at anchor in the river; or the sinew-like straining of its cordage when labouring in the storm.

Let us, then, first trace the career of the rope from its birth in hemp, to its death in oakum. Before, however, we enter into practical details, we cannot resist quoting the words of a semi-civilised Indian chief, who, gazing on a coil of cable, exclaimed, "Behold the great serpent of the sea, whose folds encircle the earth!"

It is supposed that the ancients were unacquainted with the present use of hemp, since, though Pliny, in the 23d chapter of the 20th book of his "Natural History," describes the plant, he does not allude to the most important of its uses. The hemp-plant, *Cannabis* (the *Kanabis* of Diocles), has a tall straight stem, about six or eight feet high, hairy and quadrangular, with large serrated leaves. It will grow in almost any soil if properly manured, and as many as seventy crops of hemp have been grown in succession on the same land. The neglect of its cultivation here and in Ireland has been often deplored. The Indian hemp (*Cannabis indica* of the "Materia Medica") possesses very strong narcotic stimulant properties. It is called *mejob* in India, and *hashish* in the Levant. Lamartine, in his "Vision of the Future;" and Alexandre Dumas, in his "Monte Christo," have introduced descriptions of its singularly intoxicating effects. In colour the extract of Indian hemp is a bright green. Its virtues are analogous to those of opium and henbane. We should not have alluded to these facts, were it not to support our own conviction that the common hemp contains similar properties, though in a less powerful degree. And of this we are convinced by a curious incident which came to our knowledge, of some sailors, who, having on a voyage exhausted their tobacco, took to chewing small pieces of rope. Of course, but for our knowledge of the properties of Indian hemp, we should have attributed this entirely to the effect of imagination, that easy refuge from an investigation of natural causes.

It is considered that the best hemp is grown in the southern provinces of the Russian empire. *Riga* hemp is held most in esteem. The other principal variety of Russian growth is called *St. Petersburg* hemp. In both cases, the name is derived from the port at which the article is shipped. East Indian and Manila hemp are the two other chief varieties. They are whiter in colour than the Russian. Of the two, Manila is preferred. The latter is also now extensively used in matting, especially in combination with cocoanut fibre, as may be seen by a reference to the article in the *ILLUSTRATED LONDON NEWS* on those manufactures.

The way in which a rope is made is this:—First, the hemp is hatched or combed, to clear it of the short ends, which would otherwise run in with the long. *Train* oil is used in this process, for the purpose of producing evenness and causing cohesion of the fibres. Too much oil, however, must not be used, as it would prevent the hemp from taking the tar afterwards to be applied to it.

The second process consists in spinning the yarn, that is, forming the hemp into separate and continuous threads. After being warped, or stretched, and slightly twisted, the yarn is then tarred with boiling tar. Several yards are then joined together, to form what is called a strand, and the twisting of the strand together forms the rope. Of course, this process of twisting and re-twisting may be performed almost any extent; and, in proportion to the amount of wood bestowed upon the rope in its separate combinations, will let its strength when finished. To illustrate this principle, which must guide us in our criticism of the cordage we shall presently have to examine, it should be called to mind that the more the points of resistance are multiplied in any mechanical construction, the less will be the strain or pressure on one point in particular. Now, the more elaborately a rope is twisted and combined, the greater will be the number of points of resistance—the greater, consequently, the strength of the rope. Indeed, there would be scarcely any comparison possible between the strength of a good cable-laid rope and of a mere union without twisting of the yarns which form it.

The French ropes in the *Exposition* are remarkable for laborious finish. One specimen, especially, of white or Manila hemp, nearly free from tar, especially excited the admiration of our nautical friends. The beauty of the French ropes exhibited consists in the care with which the yarn and strands are prepared. Either more work is bestowed upon them, or the French machinery is more perfect. Perhaps, however, this finish may be to a certain degree superficial, and the difference in strength, which is the great point, between these and similar English specimens be very immaterial.

The English cordage is interspersed amongst the hardware and miscellaneous articles on the south-west side of the Central Avenue. Robertson, of Limehouse-hole, exhibits specimens of large rope for shrouds, &c., and smaller cordage for topmast rigging of very excellent manufacture. Some 11-inch rope applied as stop-rope to a cannon (to counteract the rebound after a discharge) is particularly strong and well made. Haggie Brothers, besides some very fine specimens of ordinary cable-laid rope, exhibit flat ropes for the winches by which baskets are raised from coal-barges, of great strength and finish. Nor, though not strictly pertaining to our subject, should we omit to mention, incidentally, some round and flat wire rope, by R. S. Newall and Co., of Gateshead on Tyne, intended for the standing rigging of vessels and the support of suspension bridges, to which they appear eminently adapted. For on the same principle that a Damascus blade, hammered out of an infinity of wires, is stronger and more trenchant than an ordinary sword, these wire ropes must be superior in sustaining power to the chains in ordinary use made of solid masses of metal.

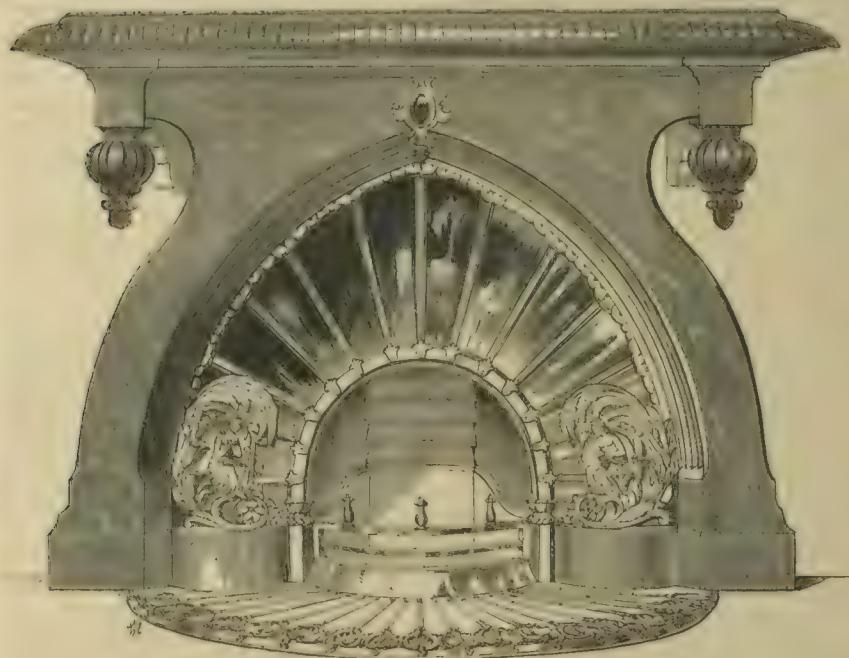
The patent rope, manufactured from Manila hemp, by Spyvee and Coopers, of Hull, is well worthy of attention, as are also the flat ropes made under the improved patent of S. H. Hawke, of Truro. We cannot say much in commendation of the Gourcock Rope-work Company, of Greenwich; though, perhaps, want of external finish is the only fault of their manufacture. Sir Joseph Huddart and Co., of Limehouse, exhibit a very ingenious machine for twisting the yarn and strand. We presume Sir Joseph is either the original patentee or the son of the Joseph Huddart of Islington, who some fifty years ago took out one of the earliest patents for a rope-making machine. The specimens of the firm are amongst the finest in the *Exposition*. *John Crawhall's* (of Newcastle) improved patent rope-making machine, in the Machinery in Motion department, is, however, the most perfect thing of the kind yet invented. It twists the yarn, the strand, and the rope by one and the same process, several smaller wheels turning round the principal spindle. It is beautifully simple in its construction.

In the Russian department we found only two exhibitors of ropes: Michael Milnikoff Gloushoff, of the government of Tuerkent Hys, and Czareff, of St. Petersburg, whose specimens, though not equal to the French or English ropes, were by no means of striking inferiority. We should have expected, however, something more from the land of *hemp par excellence*. But it is rarely that the same country excels in the manufacture of the raw material which it produces.

The ropes of Feltin and Guillaume, of Cologne, are much better; indeed, to all outward appearance, quite equal to those of our own manufacture. Blenkenburg, of Lippstadt, chiefly excels in small cord and string; but II. J. Iloerkins, of Lubeck, sustains the reputation of the Hanseatic seat of commerce by specimens of unexceptionable texture.

In conclusion, we are happy to be able to felicitate the great shipping interest on so many improvements in this most important branch of industry, and to express our satisfaction that we have been totally unsuccessful in discovering a single rope of sand in the whole collection exhibited at the great *Pythian games* of industry in Hyde Park.

Not improbably, before awarding their medals, the committee will subject the ropes of all nations to a "long pull, a strong pull, and a pull all together," which will decide their relative merits by the test of indisputable experience.



STOVE.—BY STUART AND SMITH, OF SHEFFIELD.

## HUNTER AND TIGRESS.—BY JERICHAU, OF COPENHAGEN.

This plaster group evinces wonderful spirit, and is extremely correct in execution. The hunter has snatched away one of the tigress's cubs. She rushes wildly upon him to recover it, or revenge its loss. The attitude of the hunter, who aims a blow in self-defence, is full of energy and truth.



SALT-CELLARS.—BY LIAS AND SON.

These salt-cellars are of a very pretty pattern, rather old-fashioned perhaps, but beautifully executed and tastefully engraved.

## THE ELDON GROUP.—BY MARSHALL.

The portrait group of the late Lords Eldon and Stowell is remarkable for the accuracy of the likenesses, and the calm dignity of the attitudes. It, however, wants poetic character, and the effect is heavy.



THE ELDON GROUP.—BY MARSHALL.



TAPESTRY PATTERN.—BY W. CROSSLEY, HALIFAX.

Messrs. Crossley, of Halifax, exhibit some very beautiful tapestry-work, one of which we engrave. The design and colouring are alike lively and agreeable; and the texture of the surface is of the richest quality, bidding fair for successful rivalry with the productions of Gobelin and Aubusson.



THE HUNTER AND TIGRESS.—BY JERICHAU, OF DENMARK.



"ANDROMEDA."—BY BELL.

AXMINSTER CARPET, DESIGNED FOR WINDSOR CASTLE.  
EXHIBITED BY WATSON AND BELL.

The carpet represented on page 468 attracts general attention, from its immense size (the extreme length being 52 feet, the width 38 feet), and from the brilliant, yet not gaudy colouring. The design was made by L. Gruner, Esq., expressly to the order of Prince Albert, for the drawing-room of Windsor Castle. The fabric (the best description made) is entirely worked by hand, every stitch (64 in a square inch) being tied through the back, so as to secure greater durability than in any other description of carpets. The work, which required the greatest attention to the working pattern and the selection of the various shades, was executed at Wilton, by Blackmore Brothers, for Watson and Bell, of Bond-street, on whom the responsibility of success devolved. Watson, Bell, and Co. exhibit three specimens of the same quality with that which they have made for Windsor Castle. It appears that these carpets have been produced to show that there is no necessity for resorting to France or Belgium for the first-class carpets, as those exhibited can be sold for less than two-thirds of the price asked by foreign manufacturers for the same quality. Indeed, we might supply France and Belgium largely with these articles, but for the duty on importation, which may be pronounced as prohibitory, being at the rate of from 250 to 500 francs per 100 kilogrammes on entering France, in other words, upwards of 60 per cent. on the average.

## INLAID TABLE-TOPS. BY WOODRUFFE.

Woodruffe works in Derbyshire marbles are very beautiful. The tables

which we engrave are very handsomely inlaid, after designs by L. Gruner, and made to the order of Prince Albert. The Royal initials will be observed in the border of one of them.

## EVE. BY DEBAY.

We have already, in our concluding article on sculpture, favourably noticed the very masterly group of Eve, with the infant Cain and Abel in her lap, exhibited in the Gobelin room, by M. Debay. The idea is poetical and picturesque, and it is carried out. The First Mother appears to be lost in a reverie as to the future destinies of her offspring, the principal incidents of which are foreshadowed to the spectator in the bas-relief sculpturings on the pedestal. All things considered, we should be inclined to pronounce this to be one of the finest works of sculpture in the Exhibition. Some people have given it the fanciful title of the "First Cradle" or "Nature's Cradle," but as that does not do justice to the poetic mystery involved in the conception, we prefer the simpler title by which we have denoted it.

## "ANDROMEDA." BY J. BELL.

This is certainly one of the most graceful and pleasing of Mr. Bell's numerous productions, and it has been most satisfactorily cast in bronze by the Coalbrook Dale Company. Since its location in the Crystal Palace, it has been purchased by her Majesty.

## PARIAN FIGURES, &amp;c.

## BY GOODE AND CO.

Messrs. Goode have been at great pains and expense in the production of their Chinese and Parian lace figures, which exhibit great beauty of colour, surface, and finish, even in the most intricate details. The three figures in the group given represent Repentance, Faith, Religion, &c.;

the grapes and flowers on the vases are done in very bold projection, but, being so *irascible* in form, call out for a little colour to mark.

## ROYAL FAN. BY DUVELLEROY.

Duveleroy has made a *specialité* of fans, in the production of which



"EVE."—BY DEBAY.

the truly gorgeous fan which this celebrated artist has made for the Emperor of Morocco. It is a fan of wonderful magnificence, and, to say nothing of the painting and general enrichment, the diamonds and the jewels alone have cost more than £1000. He exhibits also a set of fans illustrating the stories of the "Arabian Nights," which have been made to order for the Sultan of Turkey.

But our present business is with the *éventail royal*, the subject of our engraving on page 472. In this little work of art her Majesty and Prince Albert are represented sitting in the drawing-room at Buckingham Palace, surrounded by their Royal children, after a picture by Winterhalter. The handle is of mother-of-pearl, and the medallions in carved gold. In the centre of the handle are the Royal arms of England, carved in *alto rilievo*, in the thickness of the mother-of-pearl: the lion and unicorn support the scutcheon; and the two mottoes, "Hon! soit qui mal y pense," and "Dieu et mon droit," appear in letters of mother-of-pearl on a ground of gold. Each of the radiating branches is terminated by a Royal crown, and the two principal branches bear, chiseled in the mother-of-pearl and richly gilded, portraits of the Queen and her Royal Consort. We understand that M. Duveleroy employs upwards of 2000 men. This is easily accounted for, when we state that he makes fans as low as a halfpenny each, and that even these have, every one of them, to pass through the hands of fifteen workmen.

## VICTORY. BY G. NELSON.

This is a piece of sculpture intended to commemorate the services of the officers and men of the 50th Regiment who fell on the banks of the Sutlej.

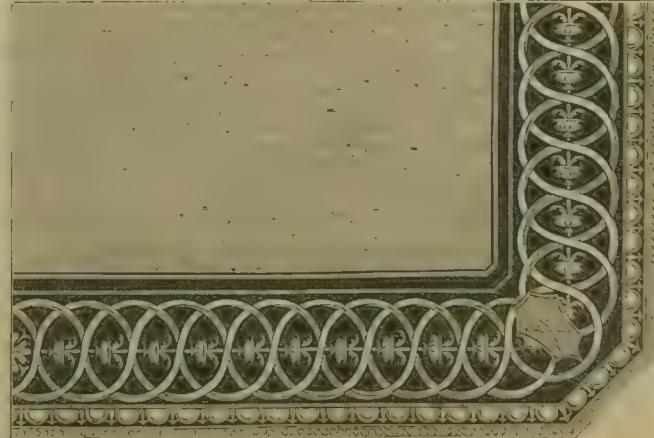


"VICTORY."—BY NELSON.

he is perhaps without a rival. His fame extends not only over Europe, but has made its way to remote quarters of the globe. Even the Chinese, so famous for their fans, so unwilling to learn, and jealous of change, have copied his designs. It would be rather difficult to describe



INLAID TABLE-TOPS, DESIGNED BY GRUNER.—BY WOODRUFFE, OF BAKEWELL, DERBYSHIRE.



## FRINGE, &amp;c.

It appears that the custom of appending fringe as a decoration to costume and furniture, or even the rudest dwellings, is to be traced to the very earliest ages of man. The graphic records of past times, either in sculpture or otherwise, furnish ample evidence of its adoption in those periods of which we have the unquestionable vouchers. All nations have likewise been accustomed to its use, however barbarous or uncivilised the state of the people; and the dresses of the savages and aborigines of Africa and elsewhere testify to the existing fondness for such a means of decoration and display. Indeed, amidst the apparently confused jumble of paraphernalia worn by the Indians are mostly to be found portions of native manufactured fringe, displaying great art and facility in design, and elaborate neatness and order in their execution. Few of these specimens of embroidery are to be met with of late unadorned with borders, these later introductions of European taste taking the place of small ribbons, shells, &c. In this respect there exists but little, if any difference, between these productions of so-called savage life, and the results of our best manufactures, with all the accessory aid and attributes of science and art. As a somewhat partial corroboration of this view, we would, *en passant*, instance an apron of crocheted work, remarkable for the beauty of the pattern and execution, in a recent exhibition, size 30 (Ionian Islands), and showing that what has but recently appeared in England as an accomplishment, has been for ages the common needlework of the Ionian peasant girls. Doubtless many of the first notions of fringe were obtained by the leaving uncut the ends of the material used in making nets, the fraying of fabrics, and the consequent necessity of stopping its extension by knots, the addition of small weights to keep down drapery at the entrance to tents, &c.

There are some splendid specimens of fringe of early English and Flemish manufacture to be found in various noble mansions throughout England, and which have been eagerly sought after and as eagerly copied by the British manufacturer who in this branch of trade closely competes with, if it does not excel, every other. Indeed, the specimens of our own fringe in the Exhibition fairly outvie all that has been contributed from any foreign source, if we except colour, in the essential requisites of taste, material, and finish. Ere we commence our detailed description, we may allude to a room at Dotsio's hotel, at Sloane, entirely fitted up in needlework and embroidery of the time of Louis Quatorze, and in which is to be found some of the most magnificent fringe of that glorious period. The beautiful little gossamer-like tassels which hang in clusters to the beds, the chairs, and the ottomans, are of the most pure and exquisite design, and what is still more remarkable, there are, as we believe, no two alike. We were forcibly reminded of these elegant appendages while examining—

No. 55, in class 13, contributed by Elizabeth Onion, of Birmingham. Here are several *fac similes* of the fairy-like tassels we alluded to, but they are not used as independent objects, but made to dangle attendance around some burlie-handlere, or attend in clusters upon their more weighty, but less elegant, connexions. This display of Mrs. Onion's is a very handsome one, with which we have neither inclination nor excuse for finding fault: very elaborate work has been enlisted; but such elaboration, as in the tassels made mention of, has been qualified by breadth of parts and a sufficiency of repose insured to sustain a desirable harmony of composition. Most of the tassels embrace in portions the forms of regal crowns, but the outlines are sufficiently disguised to remove any obvious mechanical effect, while enough is retained to renew the reminiscence of a preceding notion of grandeur.

No. 59, Ann Arthur, Mortimer-street, although next to the last-mentioned, is very far removed from good taste. The objects are poor and unmeaning, the imitations of flowers being execrable. Some of the tassels and those of the more simple kinds, are good, but whenever an attempt to improve has been made, failure appears to have followed.

No. 68, Foot and Son, Spital-square. Fringe formed by a combination of velvet and brocade. This appears to be a very happy mixture of materials, but we can readily conceive, with such appliances, much more could be done than has been here effected. In some of the specimens the appearance is dingy and unprepossessing. The silk fringe in the centre of the compartment of blue and white, and that of salmon colour, is very neat and pretty.

No. 71, Danby and Co., 43, Bond-street, have several imitations of rose flowers and leaves, which are more curious than enticing. They have an old-maidenish stamp. The cords and tassels are of considerable elegance, and singular lightness of appearance.

No. 72, C. W. Bradbee and Son, Newgate-street, have a few of the most charming silk tassel it is possible to conceive. They are very simple in their form and construction, and are clearly copied from Oriental originals. The fringes for sacred edifices are more quaint than tasteful.

Evans and Co., Watling-street, have cornices, silk, bullion, and ornamental fringe, of an exceedingly useful and solid, but by no means *recherche*, character. The bell-pulls and curtain-holders are remarkable for an excellent arrangement of parts: comparatively ancient examples have been carefully studied and judiciously made use of, a correct balancing of the various figures being observable. The silk cord for the ornamentation of curtains is likewise deserving of mention, and the whole of this selection has clearly been placed under the supervision of an artistically educated eye. The large curtain holder in the centre of the case has a well-balanced tassel, but the cross-piece above it is somewhat out of harmony.

No. 394. Bennoch, Twentyman, and Rigg, 77, Wood-street, have two cases containing a greater variety of produce than any of those adjoining, from which we gather that the commercial operations of this firm embrace a wider area than those whose goods of a similar class are exhibited in the same gallery. While under one number we find specimens of sewing silk and twist, another the same article with shoe ribbons added, and in others excellent specimens of upholstery fringes, gimpes, or dress trimmings, here we find a concentration of them all. There are a few skeins of pure silk, or netting twist, representing a production of three or four hundred pounds weight per skein, and a few balls of twist used for button-holes, of which a like quantity is made, and a few skeins of sewing silk of a peculiar dye called *green*, or what may be jet, stained for business of 2000lb. weight per skein, and a total to 26,000lb. weight per annum. Here, too, are hand-laces, from 8d. to 2d., a gross of 144 laces, tagged with tin or brass at each end: one could imagine, that, to cut the cord tassels and afterwards, tie them in bundles, would be barely paid by the money. The little boys of seven to twelve years of age employed in this trade (and there are hundreds) will in the rooms where such goods are made, trot from twenty to thirty miles per day, or equal to half the circumference of the globe every year. Here is a box with a few rings of wire encased in cotton, or covered with silk, used to stiffen or keep in shape the bonnets of the ladies; and when we learn that at least 30 tons of iron, with a proportionate quantity of cotton and silk, are consumed in the fabrication of this apparently simple article, how it seems to enlarge our views in relation to commerce! Let no man pronounce this insignificant, or that trifling. There is no such thing as insignificance in the arrangements of nature, and as little in the harmonies of commerce. Things which at first sight appear unworthy a moment's thought, on being explained, expand before our vision, and we picture to ourselves the tens of thousands of pulsing hearts and humble homes rendered happy and comfortable from the enterprise of the manufacturer who points a pin, as well as from the titanic power that forges the anchor. Here, too, are reels of twist, looking like silk, but in reality two-thirds cotton—the cotton being plaited with a thin coating of silk. This material is used for embroidering lace at Nottingham, or woven into fringes for mantles at Coventry. We believe it was mainly through the encouragement of the head of this firm, that a principle was discovered by which such articles could be produced by machinery, instead of by hand, as formerly. Many months of study had been devoted to the subject, and it was about to be given up in despair, when Mr. W. Unsworth, of Derby, hit upon the process. The effect was instantly felt: goods that were usually sold at a shilling were reduced to threepence. Articles confined to the comparatively wealthy, were brought within the reach of the comparatively poor. Germany, Holland, and Belgium were supplied by our manufacturers with goods they had previously produced for us, while America and the cities on the shores of the Mediterranean became important customers. Several thousands of persons were occupied in W. Warwickshire and Derbyshire in fabricating gimpes, fringes, and other fancy articles. The trade was established, and a new branch of manufacture added to the industry of England; such details are so interesting, that we have not had to dwell longer upon them than was the intention of our first design: we may add, however, that along with the articles already enumerated are excellent specimens of coloured ribbons from Coventry; blonde ribbons, braids, cords, and fancy silks from Derby; handkerchiefs and kerchiefs from Macclesfield; sewing silks from Leek; various galloons, &c., from Man-

chester; and numerous combinations of lace with ribbon gimp, &c., from Nottingham, all worthy of inspection. As these notices are for the encouragement of those whose labour and capital are embarked in commerce, as well as for the information of those who wonderingly look on, it is cheering to learn that such firms as those whose productions are before us give direct employment to two or three thousand persons, and incidentally provide for three or four times that number. Who can calculate the amount of good they do? To all such we would say, go on and prosper, reaping the reward your enterprise so justly merits.

Robert Burgh has a very large display of fringe, amongst which there is much to admire, but as much to show us that the results have been as equally produced by ill-directed fancy as good judgment. For instance, the tassels are mostly more grotesque in embellishment than elegant in shape; and where an approach to something deserving of admiration is just about to be arrived at, it is stopped short by the intrusion of some false quantity either in colour or form.

No. 76. Barrett and Corney. A rich collection of gold and silver cord and fringe: some of the cord made with either gold or silver is interlaced with coloured silk, and is peculiarly chaste in style. In this case is a ruby jewel hole through which the gold wire is drawn, and which is supposed to be the finest hole ever pierced. "The wire drawn by its means runs 2220 yards per ounce troy, and the gold actually measures at the ratio of 338,400 yards, or 192 miles per ounce troy!" Here is evidently some error, but we give it as we find it.

No. 57. Burke, 6 Bull's Head-court, Newgate-street, has several examples of embossed trimmings of great beauty and design. This embossing is done very readily on any kind of silk, linen, paper, &c., and although in regard to dresses it will, of course, wash or iron out, we can readily conceive that at the cost of a little time and expense the best examples of decoration might be renewed with much success. The cut-through patterns have not this objection, and are equally remarkable for their quiet, lady-like appearance. We think this an application which is within the reach of most persons, and capable, in gifted hands, of being carried into a very wide field of decorative usefulness.

No. 80. W. and H. Browett, Coventry. The trimmings of these gentlemen enlist attention, from their great beauty and the variety of the assemblage.

The fringe on Messrs. Fawell and Phillips' grand state bed, of which we recently gave a detailed description, is bold, artistic, and massive, and altogether in excellent keeping with the *tout ensemble*. A second inspection of this gorgeous affair serves to impress us still higher with the notion of the elevated taste which must have presided over its production.

No. 206. T. Wheeler and Co., of Abbey Mills, Leicester, has an endless variety of fringe, all more or less creditable to the capabilities of Leicester.

In the Austrian department we have C. F. Michueldenlen exhibiting fringe, &c., all of a very common, not to say inferior, description; and Oeching and Schmidt, fringe in worsted of a heavy character and durable effect.

Possenreiter, of Breslau, at the entrance to the South Gallery, exhibits pieces of carriage and furniture fringe of a superior description; next to which is Heinrich Zeisig, of Breslau, whose carriage fringe is likewise commendable, but whose bell-handles are conceived in the worst notions of that requirement.

In the French department we have nothing that approaches to the British group, if we except some very broad and elaborately wrought fringe made for Messrs. Jay, of Regent-street, in which a cut jet bead (not the common bugle) is introduced with admirable effect. This fringe, in some instances, is ten or twelve inches broad, and in the closer portions arabesque and other patterns are introduced with great correctness of outline and exquisite finish. It is of a most expensive description, being intended for mantles for our English aristocracy and more wealthy classes. For brilliancy and richness of colour there is no one in this department we can vie with Guillemeot Brothers, who have contrived, by the simple aid in each specimen of two or three shades, to produce a most striking and gorgeous effect of chromatic harmony; and they have been equally fortunate in this essential requisite in their carriage and furniture fringe, in the latter of which they have made a bold and successful attempt to imitate precious stones set in gold.

No. 1414. Pugin, Paris, contribute carriage and furniture fringes, which, while they do not approach the last mentioned for the exalted gift of colour, are good from a certain care and attention to arrangement and form. Jullien, of Tours; J. Morimieux, of Paris; Etièque, of Lyons; and F. M. Roux of St. Chamond, show several specimens of fringe which may all be placed under the same category of tolerably well manufactured.

No. 50. Behr and Schubert, of Frankenberg, Saxony, have a flag of double satin with fringe.

No. 163. Haenel Brothers, 155, Uhlig (Ansbach), 158, Bach and Son, and 160, Hillman, all of Saxony, exhibit various fringes, tassels for curtains, sewing and ball fringes, half silk bullion, which are principally exhibited for cheapness and execution, but which, while they possess much merit, are almost destitute of novelty.

The only other example of fringe which we could find are in the Portugal and Madiera department, 1155 to 1157, bell-ropes and tassels, which did not repay us for the search.

## HERMANN'S DRUG-GRINDING MACHINE.



Although placed among the English machinery, M. Hermann's inventions are, according to the Catalogue, to be found in a very different part of the Building (being numbered 873, at page 236, among the French contributions). It is no wonder, therefore, that, without any note of explanation, visitors should have such great difficulty in finding out any particular article they may be in search of. The pestle and mortar is a necessary appendage to the establishment of every chemist, the useful application of machinery to which is the invention of M. Hermann, displayed in different forms at the World's Industrial display. As will be seen by the Engraving, the pestle is made to rotate uniformly within the mortar, by means of a bevel and spur wheel motion, effected by the application of the hand to a fly-wheel at the back of the machine. Thus the grinding is performed more perfectly than by the ordinary hand-pounding process. There are two modifications of this

invention. In the one which is illustrated in the present Number, the mortar is made of china, while in the other the mortar is of granite, and the framework of the machine is somewhat different. Either of these machines, however, would be far more useful in the laboratory than the old pestle and mortar.

The same exhibitor also shows chocolate-grinders and other machines on the same principle; but, instead of being worked by hand, they are driven by hand in connexion with a steam-engine, in the present instance of Newcastle, and mentioned more particularly in our notice of "Machinery in Motion."

## BUTTONS.

THE principal display of Buttons, at the Great Exhibition, on the south side of the English department, under the head of "Hardware."

The oldest of the Birmingham buttons seem to have been a plain flat button, of the waistcoat size, which, a hundred years ago, was sold at 4s. 6d. a gross, and which is still manufactured at 1s. 6d. a gross. Then came a very large button, of the size of half a crown, with ornamental devices on it; but this was dear. It was the gilt and plated button, introduced between 1757 and 1800, which made the great "hit" in the trade. This button became immediately fashionable, and continued so for a quarter of a century. Everybody must remember the days when the blue coat, with its seemly array of glittering brass buttons, was the not unbecoming garb of a gentleman. At the end of twenty-five years, it was pushed from its popularity by the covered, or Florentine button; but a dashing attempt was made to revive its glories by means of a deduction which the trade despatched to London. We do not learn that they committed a similar inadvertence to that of the poor wig-makers, who went up to petition the throne, some years before, against the practice of wearing one's own hair, but, going in their own natural hair, so scandalised the mob by their inconsistency, that they had it all cut off for them by the rabble. Armed with sets of beautiful bright buttons, the discomfited makers forced their way to the foot of the Throne, and, tendering their article, besought Royalty to pity their misfortunes. They represented that the old button was very handsome, and that thousands of them were reduced to poverty by the introduction of the new one; and they therefore entreated the King (George IV.) to encourage the metal button trade by wearing that article. The same appeal was made to other influential persons; and not only the King, but the Duke of Clarence, several of the Ministers, many members of the nobility, the Lord Mayor, and other notables, accepted the proffered buttons, and promised to wear them. The experiment was successful, a reaction took place, and the dark button, as we well remember, went aside, for a few seasons. Again we all came out glittering—

To midnight dances and the public show.

But the triumph was not long, and that it was not longer, was the fault of the Birmingham people themselves. Some manufacturers invented or introduced a cheap method of gilding the buttons. The trade called it French gilding, the workmen named it "slap dash." It made the buttons look remarkably brilliant for a very little while, but they tarnished almost immediately, even before the retailers could sell them; and if placed in all their brightness on a new coat, they looked shabby in a fortnight. This discovery—perhaps it is refuted too much to suppose that it was introduced by a friend to the Florentine button—fatally and finally damaged the metallic cause, by casting discredit upon the whole manufacture; people left off ordering brass buttons, and by 1840 the trade was again ruined. A second attempt at obtaining illustrious intervention was made: Prince Albert was assailed by a deputation, and the sympathies of the press were invoked by the metal-buttonist. But the charm would not work twice, and you never see a gilt button now except upon the terribly high-collared coat of some terribly devoted adherent to old fashions, who may be observed nesting in the corner of the stage box on first nights, and who, if he speaks to you, is sure to growl out the unreasonable intimation, that "You ought to have seen old Joey Munden, sir, in a character like this. Munden, sir, was an actor."

Except the buttons required for the military and naval services, and for "James," the metal article is out of date, and covered buttons have it at their best. The Florentine or covered button was first introduced into Birmingham in 1820, and it derives its name from the Florentine cloth with which it is covered. It is composed of five pieces: first, the cover of Florentine, or silk; second, a disc of metal which gives the shape to the button; third, a somewhat smaller disc of brown pasteboard or wadding; fourth, a disc of coarse black linen or calico; and fifth, a disc of metal from which an inner circle has been punched out, so that the cloth or calico above may slightly protrude, and form the shank of the button. Young girls cut the various discs with a punching machine, and the last operation is to place the five pieces in regular order in a small machine constructed to hold them—an arrangement carried out by a number of little children under a woman's superintendence; and then this machine, which has been compared to a dice-box, is brought under a press, which with a touch fastens the whole button together with a neatness and a completeness to which any one who will examine his coat-button can be witness.

Horn buttons are made from the hoofs of horned cattle: those of horses are not available for the purpose. The hoofs are boiled until soft, and cut into halves; then "blanks" are punched out. The blanks are placed in vats containing a strong dye, red, green, or black, and the shank is next fixed in. The button is then placed in a mould, where the under surface is stamped with the maker's name. A dozen moulds are put into an iron box, and heated over an oven until the horn is as soft as wax, and then an upper mould with the pattern for the top of the button is pressed down, fitting close to the lower mould. The moulds having been placed in the press, and submitted to its action, the buttons are complete, except that the rough edges require paring. Brushes, worked by steam, then run over and polish the buttons, and they are ready for the sorter. There are numerous beautiful specimens of these buttons in the cases to which we shall presently refer.

There are still many other kinds of buttons to be noted. The pearl button gives employment to two thousand people in Birmingham alone.

We must not forget glass buttons, with which it was the pleasure of admiring mothers to sprinkle their little boys very profusely, and which are also much in demand for exportation to the African chiefs, who have the true barbarian love of glitter. There are two sorts, the round and the knob-shaped. The former are made of sheet-glass, of various colours, and coated with lead, which is cut by hand into small squares, the corners of which are rounded with scissars, and the edges are ground on a wheel. The shank is then fastened; it is joined to a round piece of zinc, the size of the button, and soldered to it. The knob buttons are made in a mould; a long rod of glass being softened in a furnace and clasped in the mould, in which the shank has previously been fitted. The black glass buttons, for coat-links, are made at a lathe. Agate, carnelian, and stone buttons are imported from Bohemia, and shaped and finished in Birmingham.

There are several other kinds of buttons, specimens of which are in the Exhibition: as the round brass buttons with four holes used for trowsers, steel buttons for ladies' dresses, wooden buttons and bone buttons for men's clothing. The former are punched by a press, rendered smooth by an ironed and pierced by a third, and then a hand-piercer is introduced from the opposite side to that which receives the blow, in order to smooth the edges of the holes. Having been cleaned, the buttons receive a white coating, by means of a chemical process. The steel buttons are made by the steel toy manufacturers. The wood buttons are made by wood turners; and the bone buttons are chiefly made by the horn button-makers.

Having thus enumerated the principal forms of button, we will pass to the Exhibition itself, in which these articles make a very good show, and we will indicate the most striking specimens of the art. Messrs. Twigg (279, General Hardware) have some very handsome specimens of the "James" button, and some boldly embossed naval buttons with appropriate ornaments. Some of the their cut-glass buttons in metal are effective. Messrs. Piggott's (281) bronzed buttons, with sporting subjects, are among the best we have ever seen: and Messrs. Hammond (232) have some particularly bold and well-executed device buttons—a set which we noticed, as made for a "Curling Club," being very characteristic. Messrs. Aston (23) not only show a handsome assemblage of all kinds, especially of the Florentine class, but they introduce a series designed to illustrate their manufacture, a course which is very much in conformity with the spirit of the Exhibition, and one which we could wish had been adopted wherever it was conveniently practicable. Messrs. Inman (234) have also some bold and well-executed buttons, some of them honed with the episcopal *insignia*, and others for the servants of the London Docks. Some of the prettiest cut-glass buttons in the Exhibition are in the case of Messrs. Neal and Tonks (285); and Messrs. Chatwin's case





THE KENILWORTH BUFFET.—BY MESSRS. COOKES.

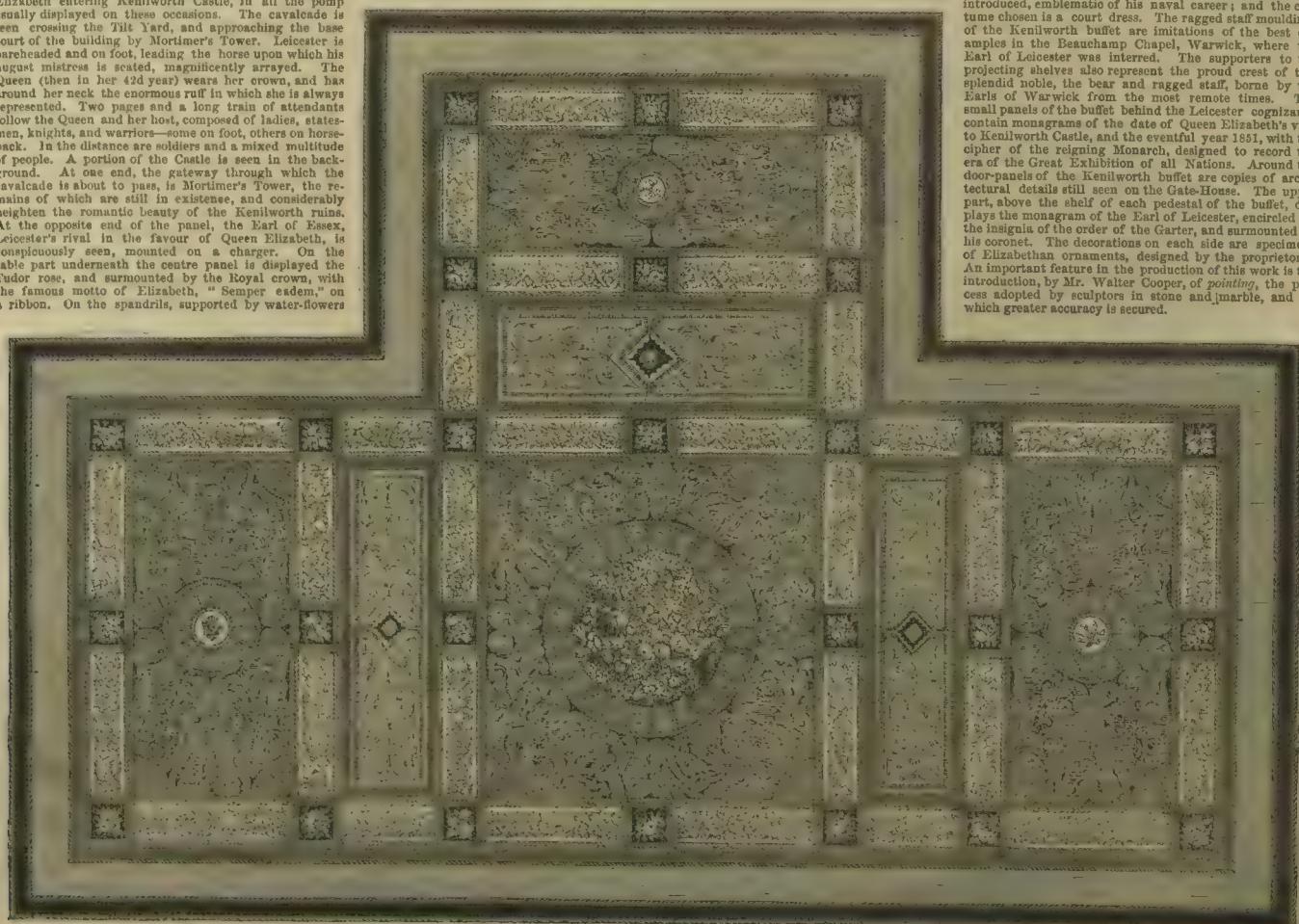
THE KENILWORTH BUFFET. BY COOKES, OF WARWICK.

Of this very carefully studied and ambitious work, which has been one of the chief lions on the British side of the Crystal Palace, we prefer giving, in an abridged form, the description of the makers:—

The wood of which this buffet was made was obtained from a colossal oak tree, which grew near Kenilworth Castle, in Warwickshire, measuring 20 feet in diameter, and containing about 600 cubic feet of wood, which was levelled in 1842, and afterwards purchased by the exhibitors. The subject of the design is the Kenilworth Pageant of 1575, in honour of Queen Elizabeth's visit to the Earl of Leicester, described by Leland and Gascoigne, two attendants on the Queen in this "Royal progress," and vividly reproduced by Scott. The design of the centre panel, carved out of one solid block of oak, represents Queen Elizabeth entering Kenilworth Castle, in all the pomp usually displayed on these occasions. The cavalcade is seen crossing the Tilt Yard, and approaching the base court of the building by Mortimer's Tower. Leicester is bareheaded and on foot, leading the horse upon which his august mistress is seated, magnificently arrayed. The Queen (then in her 42d year) wears her crown, and has around her neck the enormous ruff in which she is always represented. Two pages and a long train of attendants follow the Queen and her host, composed of ladies, statesmen, knights, and warriors—some on foot, others on horseback. In the distance are soldiers and a mixed multitude of people. A portion of the Castle is seen in the background. At one end, the gateway through which the cavalcade is about to pass, is Mortimer's Tower, the remains of which are still in existence, and considerably heightened the romantic beauty of the Kenilworth scene. At the opposite end of the panel, the Earl of Essex, Lord Chamberlain to the Queen, is conspicuously seen, mounted on a charger. On the table part underneath the centre panel is displayed the Tudor rose, and surmounted by the Royal crown, with the famous motto of Elizabeth, "Semper eadem," on a ribbon. On the spandrels, supported by water-flowers

and rock-work pendentives, are marine subjects taken from the "Pageant," namely, a Triton on the Mermaid, and Arion on the Dolphin, connected with Mike Lambourne's mishap, in the novel of "Kenilworth." The panel on the right or dexter side of the buffet recalls the scene in the same work when Queen Elizabeth meets Amy Robart in the grotto, in the grounds of the Castle. The subject of the left panel of the buffet represents the interview of Queen Elizabeth and Leicester, after the exposure of the deceit practised upon her by the latter, and his marriage with Amy Robart. Leicester is shown in a kneeling position, with one hand on his breast, and the other extends towards Elizabeth, as if appealing to her sensibility. The four statuettes at the corners are emblematic of the reign of Elizabeth. At the

extreme corner of the right is Sir Philip Sydney, the nephew of the Earl of Leicester, whose character combined all the qualities of a great poet, warrior, and statesman. He died in 1586. The shape of Sir Philip's sword (which is still preserved at Penshurst) is singular, the handle being about sixteen inches long. On the opposite side of the same pedestal will be recognised Sir Walter Raleigh, who attained eminence in almost every branch of science and literature, and was arrayed in a courtier's dress, and the figure represents him in a thoughtful attitude, with a scroll and pen in his hand. Raleigh was beheaded on a charge of high treason, in 1618. On the left pedestal at the inner side of the buffet is a figure of Shakespeare, who is shown in reflective mood. The last figure is that of Sir Francis Drake, the first Englishman who circumnavigated the globe. An anchor is appropriately introduced, emblematic of his naval career; and the costume chosen is a court dress. The ragged staff mouldings of the Kenilworth buffet are imitations of the best examples in the Beauchamp Chapel, Warwick, where the Earl of Leicester was interred. The supporters to the projecting shelves also represent the proud crest of this splendid noble, the bear and ragged staff, borne by the Earls of Warwick from the most remote times. The small panels of the buffet behind the Leicester cognizance contain monograms of the date of Queen Elizabeth's visit to Kenilworth Castle, and the eventful year 1581, with the cipher of the reigning Monarch, designed to record the era of the Great Exhibition of all Nations. Around the door-panels of the Kenilworth buffet are copies of architectural details still seen on the Gate-House. The upper part, above the shelf of each pedestal of the buffet, displays the monogram of the Earl of Leicester, encircled by his coronet. The decorations on each side are specimens of Elizabethan ornaments, designed by the proprietors. An important feature in the production of this work is the introduction, by Mr. Walter Cooper, of *pointing*, the process adopted by sculptors in stone and marble, and by which greater accuracy is secured.



AXMINSTER CARPET.—DESIGNED BY GRUNER.—BY MESSRS. WATSON, BELL, AND CO.—(SEE PAGE 465.)



CABINET AND GLASS.—BY HANSON AND SONS.

We should be sorry to detract unjustly from the fame already earned by the producers of this work, but we must say, that, considering the labour which has been bestowed upon it, and the historical and romantic interest of the incidents it proposes to embody, we are somewhat disappointed with the result. We cannot help thinking that more might have been achieved if less had been attempted. The work, in short, is

over-crowded with details, some of which have little or no necessary connexion with the principal subject. Sidney, Raleigh, Drake, and Shakespeare, four worthies in four very different lines of business, have certainly no right to be forced into service as dumb waiters upon the scenes enacted between Queen Elizabeth, Leicester, and Amy Robsart; and, in an artistic point of view, they are *de trop*. The workmanship has been very carefully executed; but the wood is as yet raw, and would be the better for polishing.

## CARVED CABINET AND GLASS. BY HANSON AND SONS.

Amongst the choice and beautiful specimens of carving produced by British skill, we notice, as especially calling for praise, a very elegant commode or cabinet, by Hanson and Sons. In form it is well adapted both for utility and ornament, with considerable originality of outline. The carvings on the cabinet represent a wild boar hunt, which reminds one of the fire and energy of Snyders. On the frame of the glass are a number of birds, very naturally designed: the wary hawk securing his



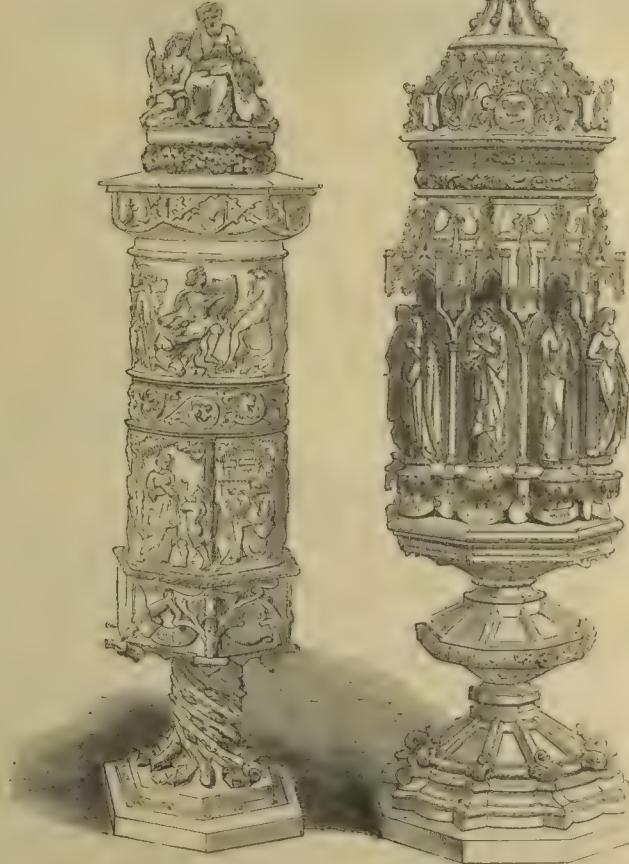
HORSE GROUPS IN THE RUSSIAN DEPARTMENT.—FROM A DAGUERREOTYPE BY CLAUDET.

## GOBLET. BY CONRAD KNOLL, OF BAVARIA.

Conrad Knoll's goblet, the model of which, in plaster of Paris, is exhibited in the Zollverein Hall, and which is intended to be cast in bronze, is covered with devices illustrative of "loving and living on the Rhine." Those who know what a German's enthusiasm is in behalf of his beautiful Rhine, will be able to estimate the spirit in which this little decorative work has been conceived, and the labour and care bestowed upon it.

## DRINKING-CUP. BY JOHANN HALBIG, OF BAVARIA.

Here we have another tribute from German art to German nationality. This "Imperial German drinking-cup," or rather plaster model for one, is supposed to represent "the unity of Germany." On the top stands Germany in the Imperial States; the figures surrounding the cylinder are the allegories of the virtues necessary to unity. The coats of arms are those of the Federal States; on the cover that of the empire and the kingdoms; on the cylinder those of the smaller German States. It is thus that German thought and German aspiration, denied expression through "the ordinary channels of intelligence," as they call newspapers (for shortness) in the House of hereditary wisdom, find vent in allegory and plaster of Paris. In this light the cup before us is a curiosity; as a work of art, it has small pretension to admiration.



GOBLET.—BY CONRAD KNOLL. DRINKING-CUP.—BY JOHANN HALBIG, OF BAVARIA.

prey, the chattering jay, the cunning magpie, the twittering wren, the swift martin, the welcome cuckoo, the warbling blackbird, the lonely linnet, and the light and graceful egret, are all wrought with great accuracy of character and most delicate detail.

## HORSE GROUPS IN THE RUSSIAN DEPARTMENT.

These little horse groups, which stand under the glass case in the Russian department, are remarkably spirited. They are in bronze gilt, and are admirably executed.





ABBOTT'S LANGLEY CHURCH.

## A RAMBLE IN HERTFORDSHIRE.

CASHIOBURY; THE GROVE; LOUDWATER; MOOR PARK.  
THERE is no county in England of its size so rich in associations, and in stately seats of noblemen and gentlemen, as the small inland county of Hertfordshire. York, and Kent, and Surrey, and other counties, are only richer from their greater size. It is true that Herts has no cathedral; but she has St. Albans Abbey, one of the oldest and most instructive of all our medieval buildings; then she has Verulam, with its rich store of Roman remains; Gorhambury, sacred to the shade of the great Lord Bacon; Hatfield, rich in the wisdom of the Cecils, and its collection of unpublished MSS., containing, it is thought, notices of

moment about Shakespeare and his contemporaries; Penshanger with its noble old oaks and picture gallery, second to none in Italian art in England; Cashiobury, with its Vandyck, its Wilkie, its Landseer, its Lely's, and its woods and waters; the Grove, with its noble gallery of portraits formed by the great Lord Chancellor Clarendon; Knebworth, with its Lytton associations and its Bulwer interests; Moor Park, with its trees not to be surpassed in England; Bayfordbury, with its collection of Kit-Kat portraits, formed by that aristocrat of booksellers, old Jacob Tonson; Ware, and its great bed; and, not to run out of breath in a sentence with a further enumeration of choice spots, over which old Fuller would have dwelt delighted, let us sum up Herts with its sweet sylvan scenes and its trout-streams, the Colne and the Chess (hereafter, perhaps, to be conveyed to London), now sacred to Dryden, Sir Humphry Davy, and Sir Francis Chantrey.



CASHIOBURY.

To see the west side of Hertfordshire easily and "a right" get out at Watford station of the North-Western Railway—an easy and cheap excursion; and if you have time, diverge a little to the right of the rail to see the church (St. Laurence) at Abbott's Langley, with its seated figure of Lord Chief Justice Raymond (d. 1732), executed at a time (early in the last century) when sitting statues were rare in monumental sculpture. Do not forget, however, while at Abbott's Langley, that Pope Adrian IV. (d. 1153) was Nicholas de Camera, a native of Breakspears, in Abbott's Langley parish, and that the house of the great stationer, Mr. John Dickinson, of the Old Bailey, stands pleasantly and invitingly on your right, while at its foot may be seen the "Booksellers' Provident Retreat," built chiefly by the exertions of Mr. Dickinson, and in itself an asylum to which many a goodly author (in reputation rather than in pocket) would be glad to find his way.



LOUDWATER MILL.

Leaving the Watford station, and skirting the town of Watford with its interesting church and Morrison and Capel Chapel attached, in which, by the way, the Earl of Essex, who was found with his throat cut in the Tower of London, lies buried, without a monument; pass on afoot, if you please, to Cashiobury, the noble residence of Capel Cawdron, Earl of Essex, lineally descended from the Lord Capel who lost his life for Charles I., and from his son, the Earl of Essex, who lost his (oddly enough) through Charles II. Cashiobury was so called, antiquarians tell us, from the residence there of Cassivelaunus, chief of the Cassii, from which the Hundred of Cassio, in Herts, derives its name. In *Domesday Book* it is written *Caisson*. The manor belonged to the Abbot and Convent of St. Albans, and at the dissolution of religious houses was given to St. Richard Morrison, the friend of Ascham. From the Morrison family it passed, by marriage, to Arthur Lord Capel, to whom we have already re-

ferred as dying for Charles I., and no earlier description of the house is known to exist than that in Evelyn. It was rebuilt by the first Earl of Essex or the Capel family, the same Earl who died in the Tower.

The Morrison house was pulled down (as Evelyn states) by May, and the house built by May was destroyed by the late Earl of Essex, who married Miss Stephens, the charming singer. The vanishing of the old Morrison house remains with a very fine ceiling of May's building.

The late Earl's architect was James Wyatt, who has rebuilt his house in his so-called "Gothic"—that is, very bad Gothic indeed, but picturesque and well-proportioned withal.

The grounds should be seen; they are very beautiful (witness in print Mr. Britton's "Cashiobury"), and the present Earl with great liberality allows strangers to see them with every necessary freedom. The private gardens are especially beautiful. In the house, to see which an intro-

duction is required, the stranger will find some good and some remarkable portraits.

Leaving Cashiobury, and stepping northwards through the park, if you know your way, and it is a most charming walk you reach the "Grove," the seat of the Earl of Clarendon—a plain red and grey brick-built house without any architectural pretensions. It was the seat or domain of the Heydons, founders of the Morrison Chapel, on the south side of the chancel of Watford Church. From the Heydons it passed to the Greyvilles, and was bought, in 1753, by the Hon. Thomas Villiers (second and youngest son of William, second Earl of Jersey), the first Earl of Clarendon of the new creation (died 1786). The grounds join Cashiobury on one side, and Langley-Bury on the other, and, though flat, afford a few pleasant walks.

Among the pictures (all portraits) are some of that valuable series o-



THE MANOR-HOUSE, CHENIES.



MOOR PARK.

heads of eminent men formed by the great Lord Chancellor Clarendon, and which are described by Evelyn in a letter to Pepys.



THE GROVE.

To see the collection at the "Grove," it is necessary, as at Cashibury, to have a letter of introduction.

The pedestrian who knows his way, loves withal a pleasant walk, and can climb a fence or two, will find a charming way of his own (as we have done) to Loudwater, and that rich streamlet, in trout, the Chess. At Loudwater Mill is made much of the paper on which the ILLUSTRATED LONDON NEWS is printed; and in its neighbourhood may be seen Chorley Common, one of the healthiest retreats in any midland county of England, and the cedars at Chorley Wood (see our Illustrations in both instances), not to be surpassed, unless, perhaps, at Painshill, in Surrey. Of the manner in which paper is made at Loudwater Mill, we may have occasion to speak in a future Number.



CEDARS, AT CHORLEY WOOD HOUSE.

Leaving Loudwater, the tourist will find a still pleasant walk continued to Chenes and Latimers. At Chenes, properly Isenhampsted or Iselhamsted, but deriving its present name from the ancient family of Cheyne, may be seen the chapel (attached to the church) of the Russells, Earls and Dukes of Bedford. Thomas Cheyne, the first of the family who settled at this place, was shield-bearer to Edward III., and in such capacity carried before that King in France the decayed shield and sword still to be seen near the King's tomb in Westminster Abbey. From the Chenes the place passed to the Sapete family, and from the Sapetes, by marriage, to the Russells. I had, our earliest English antiquary of any name, visited the place in the reign of Henry VIII., and thus describes it:—

The old house of the Cheynes is so translated by my Lord Russell, that hath that house in the right of his wife, that little or nothing of it in a manner remaineth untranslated; and a great deal of the house is even now set up, made of French timber; and fair loggings be now erected in the garden.

The house is within diverse places richly painted with antique works of white and black.

And there be about the house two parishes, as I remember. The maner place standeth at the west end of the parochio chiche.

In the parochio (church), on the northe side of it, as in a chappel, be two tombs of the Chaynes Lordes of the Maner ther, and the small village bearing their name.—Leland, f. 117.

In this chapel are buried William Lord Russell, beheaded in the reign of Charles II., and "that sweet saint" his wife, Lady Rachel Russell, who sat by his side during his trial, and took notes for his defense. Here also were married that madcap nobleman, Philip Earl of Pembroke and Montgomery, to that magnanimous lady, Anne Pembroke Dorset and Montgomery, who made so noble an answer to the electioneering secretary of Charles II. Here, too, is buried the first wife of Lord John Russell; and here the Premier himself—

All heads must come to the tomb—

will some day be buried. The Francis Earl of Bedford whose stately monument adorns this chapel, was the godfather of the famous Sir Francis Drake. The old manor-houses, described by Leland, will be found (see our Engraving) to retain many of its pristine beauties.

We would willingly carry our readers on to Latimers (a lovely spot), but we must now retrace our steps till we reach Rickmansworth Park, the beautiful seat of Sir John Kirkland, the army agent. Passing through the park, we reach Rickmansworth itself, where the barrel of beer, given



DRINKING THE BARREL OF BEER AT RICKMANSWORTH.

every day by a wealthy brewer of the town to the poor and to passengers, was, we found, much to our disappointment, run to its last dregs. Still there is Moor Park before us (a lovely walk), and we have time to reach the station to London from Watford; for, unfortunately, the demon of rebuilding has left nothing to see at Rickmansworth Church but the plain tablet tomb of Sir Robert Carew, Earl of Monmouth, the same Robert Carew who carried, in three days, the news of Queen Elizabeth's death to King James, at Edinburgh, and was rewarded by the King for his pains and great expedition; the same Earl, moreover, whose memoirs of his own life are so highly interesting. He was the son of Lord Ilmington, cousin-german to Queen Elizabeth, and, therefore (it so happened), a near relation of good Queen Bess.

Crossing the Colne, and reflecting how many fruitless endeavours have been made from Edward Ford's attempt in 1641 to our time, to convey the waters of the Colne to London, we enter Moor Park, the seat of Lord Robert Grosvenor, M.P., brother of the Marquis of Westminster.

Moor Park and house was purchased, and a former house built, perhaps on the same site as the present, by George Neville, Archbishop of York. Edward IV. had promised to make that prelate a visit there, and while he was making preparations to receive his Royal master he was summoned to Windsor, and arrested for high treason. The King seized at the Moor all his rich stuff and plate, to the value of £20,000, keeping the Archbishop prisoner at Calais and Hammes. There was a survey of the house in 1568, by which it appears the mansion was of two stories, with a court containing a garden, inclosed by a gateway and towers. The whole was moated. It was then in a dilapidated state. At the Restoration, if not earlier, it was purchased by Sir John Franklin, whose son sold it to Thomas Earl of Essex, son to the Duke of Ormonde, who also sold both the seat and park to the unfortunate Duke of Monmouth. The Duchess of Monmouth, on whom it was settled by marriage, sold it in 1720 to Benjamin Hoskins Styles, who built a south front of stone, with colonnades, by which an opening was made through the hill towards Uxbridge. A north front was also erected, and another hill cut through towards Watford at the same time for a vista.

The trees are some of the finest in England, many of them lying with their lowest branches to the ground in the richest luxuriance. The Duchess of Monmouth is said to have pollarded all the oaks, in remembrance of her husband's execution. But this, Mr. Paxton informs us, a deservedly great authority in such a matter—could not have been the case. The present house was built by Leon and Sir James Thornhill, and the terrace front affords a charming view of Watford Church in the distance. The pictures are few in number and poor; but the park richly deserves to be seen, as it will be remembered from the praises of Sir William Temple, and the reputation it has obtained for its apricots and lettuces. The "Moor-park apricots" were planted by Lord Anson; the "Moor-park lettuces," by we know not whom.

But it is time to be nearing Watford; and ere we reach the station it is dark, with little to see but the broad sky line of the trees skirting Chorleywood-park.

### SITE OF THE CRYSTAL PALACE.

(To the Editor of the ILLUSTRATED LONDON NEWS.)

In your Journal of the 27th inst. I read a resolution passed by the local committee of Bolton, that, in the event of the removal of the Crystal Palace, four monolithic blocks of granite be erected, at each corner, to mark its site and dimensions; and the resolution further suggests, that these four blocks be made of granite, and be inscribed with the name of the Crystal Palace, or of the Exhibition, or of the four Continents which had contributed to its rise, and also that a statue of Prince Albert be erected, either in the centre of the space now occupied by the Crystal Palace, or in some other suitable situation. It seems to me that these suggestions are excellent in themselves, and deserve careful consideration; but I would venture to suggest some additions, which I cannot but think are improvements. I think that four monoliths are not sufficient to distinctly mark out the vast dimensions of the Crystal Palace, with that accuracy which its admirers would look for; and four monoliths, moreover, erected on a pillar, would be liable to be overthrown by a strong wind, which would not adequately notice the great length of that marvellous Building; for, as nothing would intervene from pillar to pillar, the eye would have nothing by which to measure the distance. To obviate these objections, I prefix the following additions to the plan:—

That the site of the Building be marked by two broad gravel walks, intersecting at right angles; and the extreme angles of the nave and Transept, denoted by eight pillars, and the corners of the building indicated by the Bolton committee.

And that, in the centre of the intersection of the two broad walks, which would be the spot now occupied by Oster's fountain, a colossal statue of Prince Albert be erected.

That four statuary of large dimensions, "emblematic of the great divisions of the Exhibition, or of the four Continents which have contributed to it," be erected at the four points where the Transept meets the Nave.

And that, to mark the exact dimensions of the Palace, four avenues of trees be planted along the four broad walks, which

besides being in great natural ornament, would furnish measurement, as it were, by which the area of the Building could be accurately judged.

The two great broad walks might be called the "Great Exhibition Avenue" and the "Paxton Avenue," or by other names commemorative of the Crystal Palace. If the Crystal Palace is removed, there will remain what Dickens truly terms, in his *Household Words*, "the dullest, most unmeaning, and least inviting part of Hyde Park"; but I have suggested would, I think, convert it into a most delightful promenade, and a great world of beauty. Of this great metropolis, but also of that Great Exhibition, the dimensions of whose extraordinary Building it would thus accurately preserve. The Transept walk might be continued to Roten-row, and separated from it by close stone pillars, similar to those in Trafalgar-square.

I remain, sir, yours truly,

DELTA.

### TEMPERATURE OF THE GREAT EXHIBITION.

The 1st of May promised many experiments at the Great Exhibition. Perhaps the least extraordinary was to be the collecting, day after day, 50,000 or 60,000 persons, and putting them under one huge glass cover in comfort for several hours together. The Executive had the thermometer all their way throughout the month of May and for half the month of June. Severe weather very kindly set down their average values for the same period for the preceding ten years as much as 3 degrees Fahrenheit, up to the 19th of June, after which the thermometer rose 3 degrees, and in the month of July, 10 degrees, to a moderate turn; but Mr. Bennett, F.R.A.S., of 65, Chancery Lane, who has fixed part of his standard thermometer at different points of the Building, above and below, found a sudden rise in the mean temperature of the day, amounting to 10 deg.; the 18th showing 64.8 deg., and the 19th, 74.8 deg. This was a shining day, with 63,663 visitors. If this weather continued, it was clear something must be done; and after finding matters grow worse till the 26th, when the thermometer fell to 2 deg. above summer time, 73.8 (24 deg.) "Reaumur 10 deg." (Farenheit 50 deg.), the glass was removed. On the 27th the thermometer was the highest that had been felt during the Exhibition. At the 10th of the thermometer No. 5, placed on the north-east corner of the gallery, among the wax flowers, registered 97 deg. The public could not stand this, even to witness the grandest sight that man could produce; and, after successive consultation, the glass ends of the Building at the entrance were removed on the 2nd of July, upon which down came the thermometer from 79.4 deg. to 66.6 deg. Since this alteration, 73.4 deg. has been the maximum, with one solitary exception.

Still a difficulty of breathing was felt in the upper regions. The rarified air caused by the exhalations of the people below rushed up through the galleries, where the heat averaged 4 degrees above that of the main avenue, and frequently higher still during the crowded hours of the day. July 7, glazed arches at various parts in the galleries were removed. After this the temperature in the galleries and the ground-floor became more uniform.

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Thus man has made nature, to a great extent, obedient to his will, in the very difficult matter of ventilation, in a building 1850 feet long. And thus, by strictly observing the indications of a very sensitive and delicate instrument, an amount of comfort has been preserved, under trying and extraordinary circumstances.

### COLT'S REVOLVER.

(To the Editor of the ILLUSTRATED LONDON NEWS.)

In a late Number you speak of the American revolving pistol as possessing that distinguishing feature, that it has only one barrel—a fixture—the compound barrel, which is a very neat contrivance used in the construction of these pistols. On visiting Paris, however, a short time ago, I observed among the collection of ancient armour exhibited in the Hotel de Cluny, Rue des Maitres, a musket of the date of Louis XIII. or XIV., apparently constructed upon the same principle. I was not permitted, of course, to examine the piece in question, and therefore, I cannot speak with certainty of the mechanism by which the compound barrel was made to revolve; but there were the distinctive characteristics of Colt's Revolver—the single barrel, and the compound breech, holding six or eight charges. Perhaps some of your readers, better acquainted with the subject, or more favoured with opportunities of examining the collection, may throw light upon this coincidence. It seemed to me that the American invention had been anticipated by some 200 years. The musket will be seen close to a large two-handed sword. I forgot the precise name in the catalogue, but I think it is twenty 1450.

Your most obedient servant,

A. CONSTANT READER.

### TAXIDERMY.

(To the Editor of the ILLUSTRATED LONDON NEWS.)

SIR.—If the public had been duly informed that specimens of taxidermy in the Crystal Palace were deposited there for admittance only, I should not venture to trouble you with these few lines.

Under the delusion that man's opinion is always considered free in public exhibitions, I now find, by the communication of the Rev. Mr. J. B. P. Dennis to the *Illustrated London News*, that I was in error; and that I ought not to have sent you the article which, in my judgment, was of great interest. On the 21st, I crave pardon for the mistake. "Humanities of errors."

As that gentleman (by having used the word "perhaps" in his late communication) seems to doubt that I will allow his stuffed peacock to be good enough for presentation to the British Museum, I beg to ask him softly, if he were quite awake when he placed that peacock in the Crystal Palace. His "real principle of taxidermy" ought to have suggested to him, that much time, very much trouble and labour, are to be spent upon the legs and toes of large birds, especially when the legs are to be spread apart. The feet of large birds, especially when the legs are to be spread apart, are of great interest in the form and beauty, and are the chief ornaments of the Royal Mr. Dennis's collection. I have classified; and we are at a loss to determine whether inability or neglect has been the cause of such a lamentable deformity to his bird. When your correspondent shall have cleared up this little matter satisfactorily, I will then invade the upper regions of his peacock. At present, it were useless to inspect the garret, when the foundation itself is seen to be defective.—I have the honour to be, Sir, your obedient servant,

CHARLES WATERSTON.

### TO CORRESPONDENTS.

A. VERY OLD SUBSCRIBER.—The colour of a coat of arms are strictly to be adhered to in the blazonry. A gentleman, entitled to quarter his mother's arms, *impales* with his quartered shield the coat of his wife's family. There is no peculiar meaning in the colour and chain. Arms attach to the family.

B.—We apprehend that the hair is the only part of the crest which is to be supported by the other devices or supporters.

A. Adopter arms of Wareham: "A chevron or, a wyvern arg. wings expanded, chequy or and gu." Z Z Z.—The child of an heiress is entitled to quarter his mother's arms, but cannot create his own family crest. Unless by specific grant, or by the adoption of an additional surname, one crest can only be borne. Lord Willoughby d'Eresby, having two surnames, bears two.

B.—On the shoulder or body of the rook.

C.—A misnomer. 2. The crest is the crest; though "eldest" is more common.

D.—A chevron arg. turned up, a wyvern arg. wings expanded, chequy or and gu."

E.—A chevron arg. turned up, a wyvern arg. wings expanded, chequy or and gu."

F.—A knight.

G.—A lion rampant.

H.—A knight.

I.—A knight.

J.—A knight.

K.—A knight.

L.—A misnomer. The recommendation will be published in the newspapers.

M.—We can send you the recommendation.

N.—A knight.

O.—A knight.

P.—A knight.

Q.—A knight.

R.—A knight.

S.—A knight.

T.—A knight.

U.—A knight.

V.—A knight.

W.—A knight.

X.—A knight.

Y.—A knight.

Z.—A knight.

A. OLD SUBSCRIBER.—The name of the Crystal Palace is in manuscript.

B.—A knight.

C.—A knight.

D.—A knight.

E.—A knight.

F.—A knight.

G.—A knight.

H.—A knight.

I.—A knight.

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T.—A knight.

U.—A knight.

V.—A knight.

W.—A knight.

X.—A knight.

Y.—A knight.

Z.—A knight.

A.—A knight.

B.—A knight.

C.—A knight.

D.—A knight.

E.—A knight.

F.—A knight.

G.—A knight.

H.—A knight.

I.—A knight.

J.—A knight.

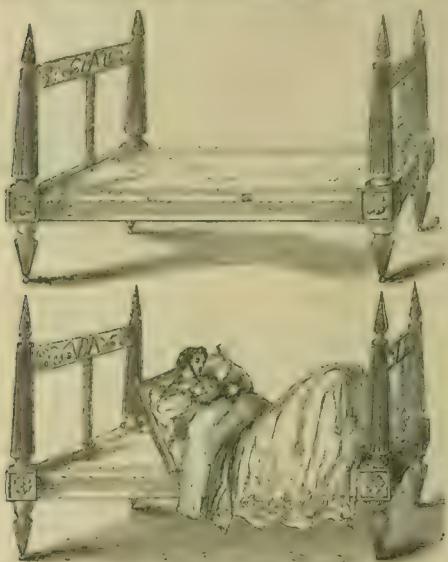
K.—A knight.

L.—A knight.

M.—A knight.

## THE DEVONIA BEDSTEAD. BY JOHN LEE, OF BIDEFORD.

This invention, which is intended for the use of invalids, consists, in addition to the ordinary bedstead, of a steel quadrangular frame, over which is spread a soft felt or web. This web covers the bed. By means of a screw, the frame, with the web and invalid, may be raised to any height, so that the attendant can make up the bed, and change the clothes, without moving or in any way disturbing the invalid. The frame is divided into three parts by joints, and by means of another



DEVONIA BEDSTEAD.—BY LEE.

screw the upper part of the body, with the bed, is raised to any required position; and by a third screw the knees and feet may be elevated, and the hamstrings flexed, which will be a great convenience in case of fractured limbs.

## LIBERATION OF CARACTACUS. BY PANORMO.

This, though somewhat roughly modelled, is one of the most expressive and well-studied pieces of sculpture on the British side of the Exhibition. It is by a young artist of the name of Panormo, a student of the Royal Irish Academy. The incident represented is well known to all readers of our country's history. Caractacus, after many years of cruel combat with the Romans, is subdued and taken captive, along with others, to Rome. Whilst being paraded through the magnificent streets of that city, he exclaims, in a tone of sublime melancholy, "How is it possible that a people who are possessed of such magnificence at home, should envy me a poor cottage in Britain!" The Emperor Claudius was so affected by the homely truth of these few words, which he overheard, and the noble and interesting bearing of his Royal

captive, that he immediately ordered him to be set at liberty, together with the rest of the prisoners. The artist has seized the moment when a Roman soldier is knocking the rivets off the noble Briton's chains, who still bears himself with a calm dignity superior to the vicissitudes of fortune.

## THE ROSE WATCH. BY J. JONES, STRAND.

Such is the name under which Mr. Jones exhibits a very beautifully mounted watch, the decoration of which is intended to be suggestive of thoughts. On one half of the margin around the back is engraved in blue enamel, "Man cometh forth as a flower, and is cut down." On the surface of the richly-engraved gold back is a Maltese cross, in white enamel; and on its four limbs are depicted the four seasons of life, in the bud, blossom, decay, and death of a rose. On the other half of the margin is engraved, "It is sown in dishonour, it is raised in glory." In the centre of the cross is a celestial crown of diamonds, on a blue enamel ground, surrounded by an Olympic wreath of pearls, with rays of glory in enamel, radiating between the limbs of the cross. The dial represents, in enamel colours, the rose window of Westminster Abbey. On the twelve compartments indicating the twelve hours are



FAN.—BY DUVELLEROY. (SEE PAGE 465.)

the names of the twelve Apostles. On the bezel that holds the glass is engraved, in blue enamel, "He that taketh not his cross daily is not worthy of me."—(The "Rose of Sharon.")

## RUSTIC FURNITURE. FROM THE NETHERLANDS.

In the Netherlands department we observed a great variety of rustic furniture, constructed of reeds and light woods, which, with great lightness, appear to combine durability. The forms are agreeable, and adapted to that great English essential, for which there is no word in the French vocabulary—"comfort."



RUSTIC FURNITURE.—FROM THE NETHERLANDS.

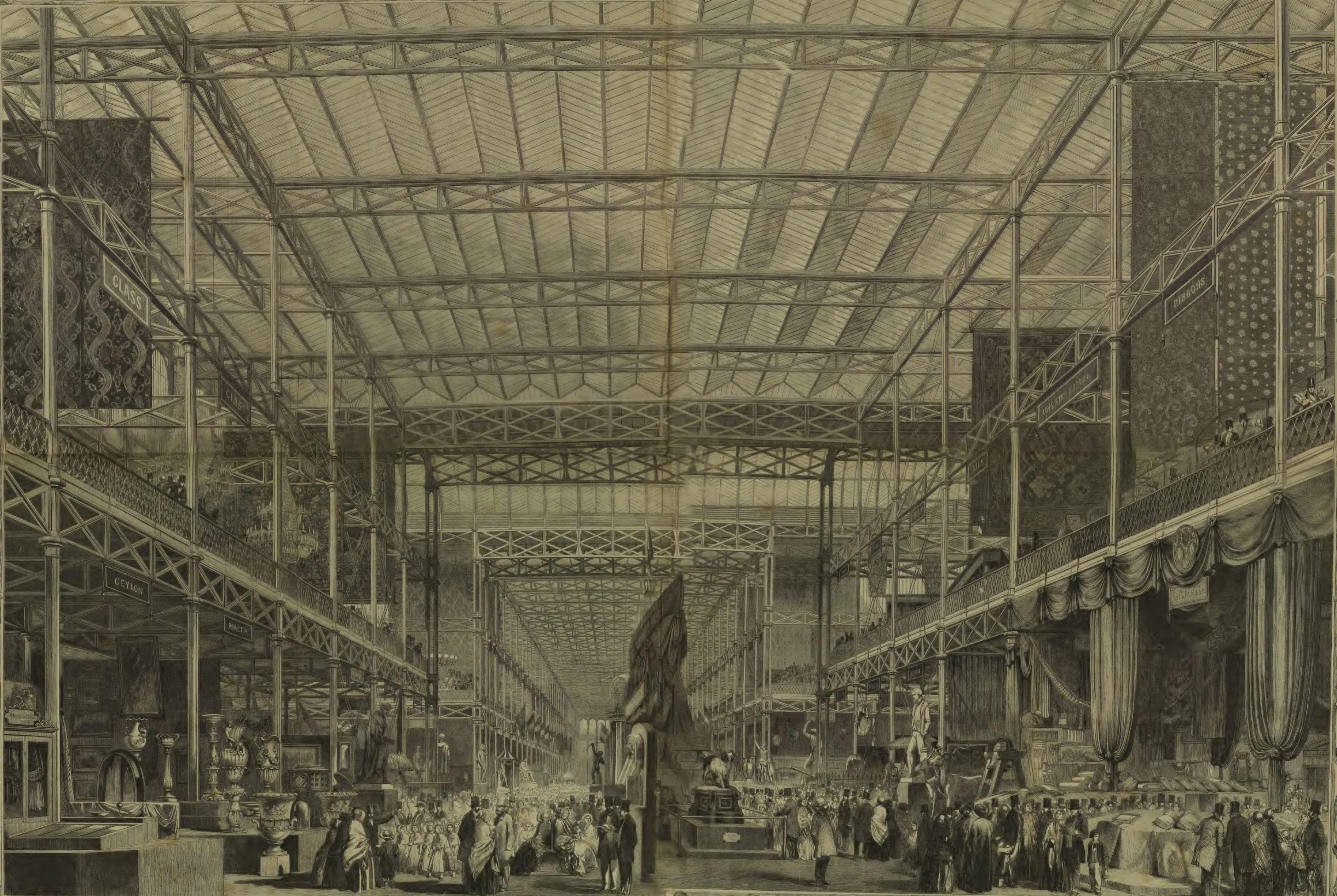


FOLDING SCREEN.—BY EARLF.—(SEE PAGE 460.)



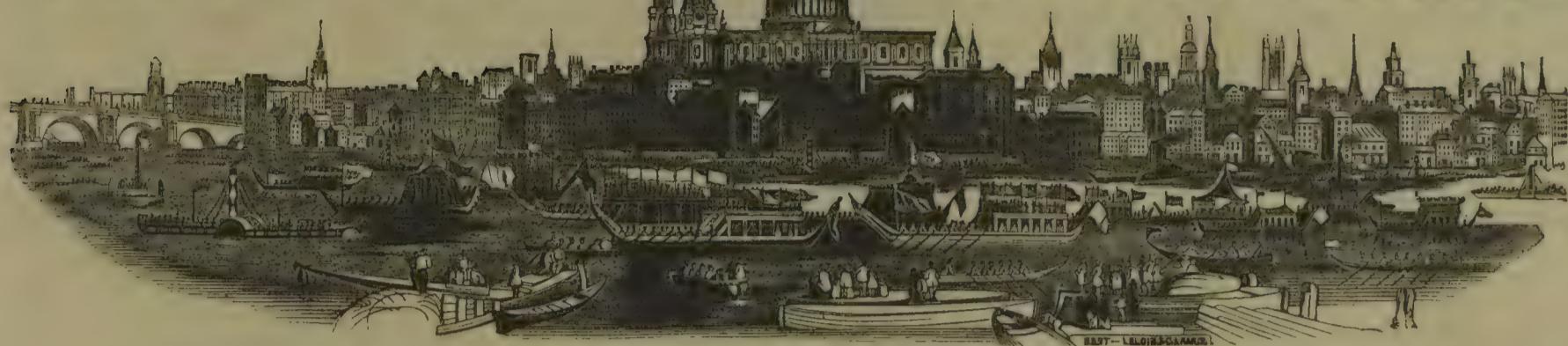
"LIBERATION OF CARACTACUS."—BY CONSTANTINE PANORMO.

PRESENTED TO THE SUBSCRIBERS  
"THE ILLUSTRATED LONDON NEWS."



INTERIOR OF THE CRYSTAL PALACE HYDE PARK 1851.

# QUEEN VICTORIA'S VISIT TO LANCASHIRE.



## SUPPLEMENT TO THE ILLUSTRATED LONDON NEWS.

No. 524.—VOL. XIX.]

SATURDAY, OCTOBER 18, 1851.

{ TWO NUMBERS, 1s.  
WITH HALF-SHEET SUPPLEMENT, GRATIS.

### HER MAJESTY'S VISIT TO THE COUNTY PALATINE OF LANCASTER.

THE return of the Court from their annual residence among the mountains of Aberdeenshire, has been this year marked by features which to the lovers of history might recall the glorious days of Elizabeth, were it not for the curiously distinctive marks which give to the present Royal journey an individual character, and render it, in an eminent sense, a remarkable sign of the times. It was not merely to lordly halls and nobles of high birth that, on this occasion, the visit of a Queen and her illustrious Consort were directed; it was to the merchant princes of a city made by themselves the "Queen of the Seas," from the arctic to the antarctic pole—the modern Tyre, towards which tends the commercial enterprise of all the world: it was to nobility which had taken commerce by the hand and led her from the ocean, smiling, into the bosom of the land; it was to a city whose men, by a singular union of solid character with genius, had given a vital soul and life-like energy to inanimate matter, and, by their well-directed industry, had raised the working power of England from three millions of men to three hundred millions.

The great commercial capital of the North was the first honoured with inspection, whence her Majesty proceeded to Manchester, as the traveller would journey from the shores of some great lake up to the fountains of the rivers whence it drew its wealth of waters. And if fortune smiled on one more than another—if the sun shone on Manchester which was clouded at Liverpool, there can be no jealousy between them as regards the sunshine of Royal favour, which beamed with equal brightness on both, and conferred equal honour on each in the person of its chief magistrate. Of Liverpool, all must acknowledge, even under the most unfavourable circumstances, all its greatness, its enterprise, and its super-abundant, ever reproducing wealth were to the full displayed. But if Liverpool was great, Manchester was grand and wonderful. It was a

very hive of industry, pouring forth a full demonstration of its long-stored riches. Nor should Salford be omitted, whose Peel Park—that most excellent testimony of a people's gratitude—and that one great spectacle of 82,000 children collected in the Royal honour, can never be forgotten.

With these few preliminary remarks, we proceed to describe in detail the interesting incidents which marked her Majesty's progress from her mountain home to the glades of Windsor Park.

#### HER MAJESTY'S DEPARTURE FROM BALMORAL.

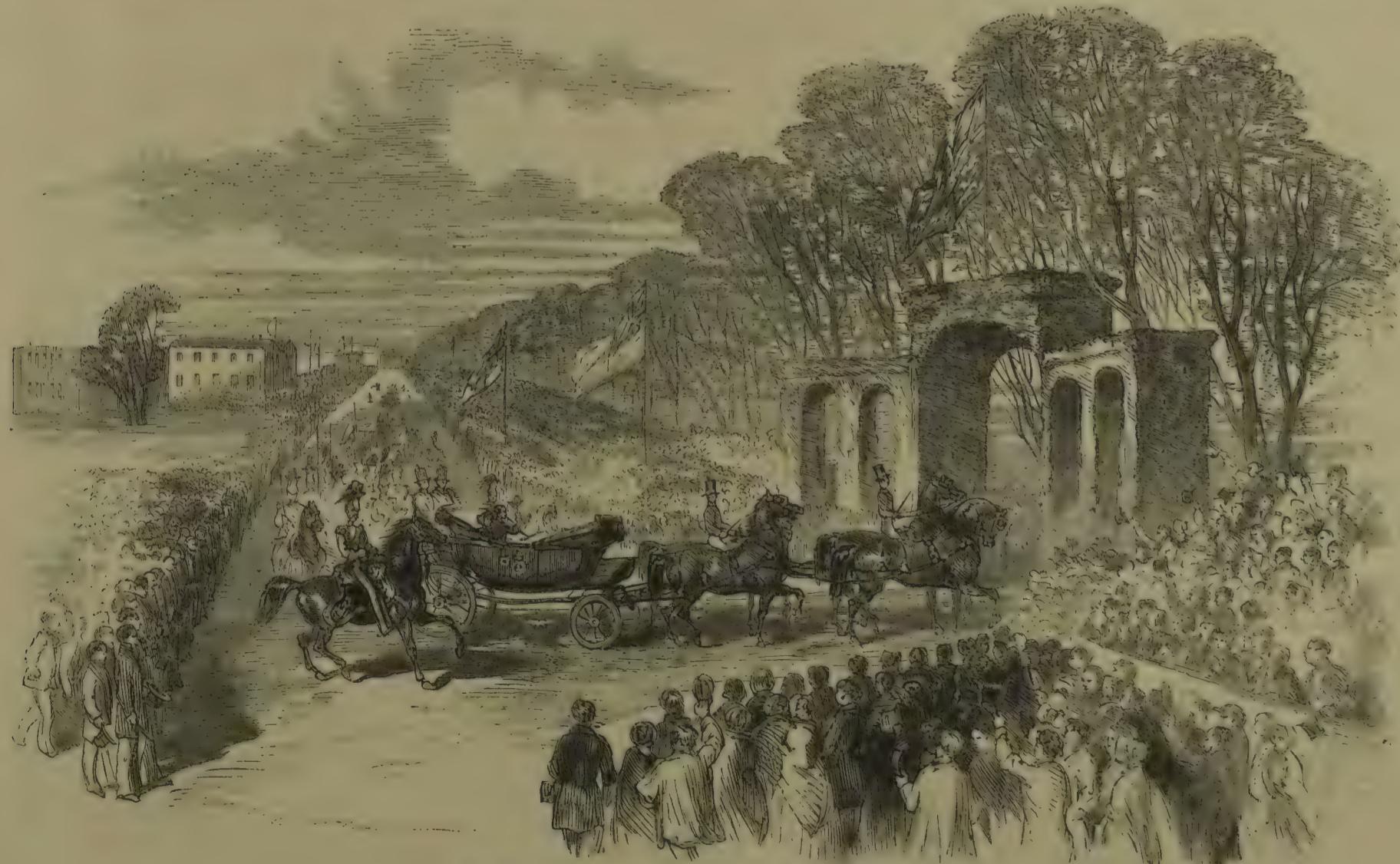
The Queen and his Royal Highness Prince Albert, with the Prince of Wales, and the other youthful members of the Royal family who had accompanied their illustrious parents to Scotland, left Balmoral on their return to the south, on Tuesday, the 7th instant. The weather was very unfavourable, the rain falling heavily. Notwithstanding this circumstance, a number of residents in the neighbourhood, and all the dependents upon the Royal demesne, assembled to witness the departure of her Majesty. At the appointed hour, the Queen's carriage, containing her Majesty, the Prince Consort, the Princess Royal, and the Prince of Wales, drove down the avenue, followed by a carriage in which rode the other Royal children and the Ladies-in-Waiting; and then came the Earl Grey, Colonel the Hon. C. B. Phipps, Colonel the Hon. A. Gordon, Sir James Clark, and Mr. Birch in a *char-à-banc*. Two carriages, with the household servants, had been sent on before.

The route traversed by the Royal party, in order to reach the railway, was by the banks of the Dee to Banchory, and thence across the lower range of Grampians to Stonehaven, about 15 miles from Aberdeen. Leaving Abergeldie on the left, a fine old mansion, long the property of a branch of the ancient family of Gordon, and now possessed by the Duchess of Kent, the Royal *cortege* passed Prince Albert's property of Birkhall, crossed from the south to the north side of the Dee, and ended

the first stage of their journey at the village of Ballater. Here a large concourse of people had assembled to testify their loyalty to the Queen, and a detachment of the 42d Regiment, the *dépot* of which is now at Aberdeen, was in attendance as a guard of honour. Leaving Ballater, and driving down the north side of the Dee, the Royal party arrived at Aboyne, where her Majesty was again greeted by the cheers of a loyal and attached people. On leaving Banchory, which was their next stage, the Royal *cortege* passed across the romantic bridge of Teugh, and then, turning eastward, crossed the Grampian Chain, at a place called the Slug, whence for seven miles the drive was as cheerless, barren, and wild as can well be imagined. On emerging from the Slug the Queen drove on by Ury, the seat of Captain Barclay, towards the railway station at Stonehaven, where the Royal carriage drew up at half-past one o'clock, amid the acclamations of a crowd of spectators who had assembled at that place. Her Majesty and Prince Albert, the Princess Royal and the Prince of Wales, on alighting from their carriage, were received by Lord James Hay, chairman of the Aberdeen Railway, Mr. Alexander Pirie, vice-chairman, Mr. Keith, secretary, Major Christie, Mr. Birnie, of Ashgrove, and Mr. Wallace, of Perth, directors. Her Majesty and the Prince acknowledged the attention of these gentlemen, and walked to the private apartments, where luncheon was laid out for the Royal party.

#### THE ROYAL PROGRESS FROM STONEHAVEN TO EDINBURGH.

The weather, which had been stormy up to this point, now cleared up, and at five minutes to two o'clock her Majesty entered the Royal saloon carriage belonging to the London and North-Western Railway, which, with five or six other first-class carriages, had been sent to Scotland under charge of Mr. Wright, of the carriage department, for the Royal accommodation. At two o'clock the pilot engine started, and was soon



THE ROYAL PROCESSION AT THE ENTRANCE TO PEEL PARK, BALFORD.

followed by the Royal train, drawn by two of the most powerful of the Scottish Central and Aberdeen engines, under charge of Mr. George Harrison, superintendent of the locomotives on these lines. The course of the railway from Stonehaven to Perth is through the fertile vale of Strathmore, the scenery of which is highly picturesque. The train stopped to take water at Forfar, where a great number of people had assembled. Soon after leaving this place it was found that one of the axles of a truck carriage had become "fired," which occasioned some delay, while the carriage was taken off at Coupar-Angus, and made the train 15 minutes late in arriving at Perth. At this city there was a fresh display of loyal feeling and enthusiasm. The landing platform was lined by two companies of the 79th Highlanders, under the command of Captain Taylor, and as the Royal train drew up, the piper of the regiment played a Highland welcome. The Provost and magistrates of the city paid their dutiful obedience to the Queen, and were very cordially received; and Lady Richardson presented bouquets of flowers and a basket of fruit to the Royal family, which her Majesty was pleased to accept. On leaving Perth, the multitude cheered the Royal train heartily. The train now sped its course up Strathearn; and as it approached Stirling, a Royal salute was fired from the Castle heights. The engine having to take water at this station, great preparation was made to do honour to the Queen. The 79th, whose head-quarters are at Stirling, were drawn up. Flags were flying on all the public buildings, and hundreds of people occupied every point from which a glance of the Queen could be obtained. The Provost and the other magistrates of the city had the honour of being acknowledged by her Majesty, and both the Queen and the Prince seemed greatly pleased with the cordiality of their reception. At the Larbert Junction, where the train entered on the Edinburgh and Glasgow Railway, the two engines of the Scottish Central were removed, and a single engine of the Edinburgh and Glasgow Railway was attached. The Royal party left the junction shortly before 6 o'clock, and were proceeding at the rate of about 25 miles an hour, when all at once the train became enveloped in steam, and the engine gradually lost power and came to a dead stand in a cut and curve at Kirkliston, about eight miles from Edinburgh. It was soon ascertained that one of the feeding pipes had burst, and that no further progress could be made until another engine was got from Edinburgh. As the 5.30 train from Glasgow was nearly due, danger signals were despatched down the line, and every precaution was taken to prevent accident. The Queen, on being made aware of the cause of the delay, evinced her usual self-possession and considerate composure, assuring the directors of the railway, that she had the fullest confidence in their judgment and discretion. The pilot engine, which preceded the Royal train, ran on to Edinburgh without any knowledge of the accident. The absence of the Royal train after the arrival of the pilot occasioned considerable uneasiness, and eventually an engine was sent back in order to render assistance if necessary. The cause of the detention was now soon discovered, and the fresh engine propelled the Royal train into Edinburgh, where her Majesty arrived shortly before eight o'clock, the delay occasioned by the accident having exceeded one hour.

Her Majesty drove from the St. Margaret's station through the Queen's Park to her ancient palace of Holyrood, amidst the most vociferous greetings of the multitude lining the Duke's Walk, &c. Blue lights and other pyrotechnic displays took place at St. Anthony's Chapel and other points of Arthur's Seat, while the road to the Palace was lighted by flambeaux. The Royal carriage was accompanied by a detachment of the Enniskillen Dragoons, and the band of that regiment played the National Anthem as the Queen alighted at the Palace.

The Royal dinner party was confined to the members of the suite. The Prince of Parma and the Countess of Dunmore visited the Queen and Prince Albert at the Palace during the evening. The Lord Provost of Glasgow was also honoured with an interview to consult as to the Royal wishes in regard to the statue of the Queen proposed to be erected in that city.

#### DEPARTURE OF HER MAJESTY FROM EDINBURGH.

The dawn of morning on Wednesday indicated a brilliant day. Upon Arthur's Seat and along Salisburgh Craigs there was a thin covering of hoar frost, and over the Pentlands hung a few hazy clouds; but the eastern sky was clear, and by half-past seven o'clock the sun shone forth with unclouded splendour. From an early hour the inhabitants were astir, placing themselves at convenient points of observation along the route which her Majesty was to take from the Palace to the station of the Caledonian Railway in the Lothian-road. The Queen left the Palace at half-past eight o'clock, and was loudly cheered on her progress to the station, where her Majesty was received by Mr. John Duncan, chairman, and Captain Coddington, secretary of the Caledonian Railway, Sheriff Gordon, the Lord Provost, and the other magistrates of the city. The Royal train left Edinburgh at nine o'clock precisely, under charge of Mr. Sinclair, the locomotive superintendent of the line. The first few miles of the Caledonian Railway were new to the Queen, traversing a rich and fertile country, studded for some distance with gentlemen's villas and well stocked homesteads. From Carstairs Junction the Royal train passed on to Abington, where the train stopped that the engines might take water. From this point the railway runs into a hilly country, rising gradually until it reaches the summit level of Beattock, where the Clyde takes its rise, and runs towards the north, Ewan Water falling towards the south. From Beattock the line is on a gentle decline all the way to Carlisle. At Moffat there was a numerous gathering of people, who cheered heartily as they caught a glance of her Majesty while passing at the rate of 35 miles an hour. The scenery here is singularly picturesque. The vale of Moffat is highly cultivated. Hill and dale alternate for many miles, and then the soil becomes light, and the country gets more and more barren as the Border is approached, the scene being occasionally relieved by a sylvan scene and a glimpse of the Solway Frith. From Abington to Carlisle there was no stoppage; and so well conducted was this part of the journey, that time was kept to a minute throughout. The train arrived at Carlisle at 11.40, and was received by a Royal salute from the Castle. Here great preparations had been made to receive her Majesty. The station, which is one of the finest in the kingdom, was splendidly decorated with evergreens, and banners were hung from different points of the roof, the Royal standard floating over the northern entrance. At the station a select party had assembled; among whom were the Earl of Lonsdale, Lord Lieutenant of Cumberland and Westmorland; Mr. G. Head, the High Sheriff of the county; the Earl of Carlisle, the Hon. C. Howard, M.P., the Bishop of Carlisle, Sir J. Grant, Sir J. Graham and Miss Graham, Mr. P. H. Howard, M.P., Colonel Wynnyatt, Colonel McLean, &c. The platform in front of the Royal carriage was occupied by the more distinguished party, and the other parts of the station by the principal inhabitants of the city and county. A detachment of the 21st regiment was present, and, with the special constabulary, maintained excellent order. The High Sheriff, a member of the Society of Friends, was introduced to her Majesty by Earl Grey. The Mayor of the city had also the honour of an introduction, and presented to her Majesty an address from the corporation and inhabitants of the city. The directors of the Caledonian Railway here took leave, and were succeeded by Mr. E. W. Hassell, the chairman, Mr. Bolden, the secretary, and other directors of the Lancaster and Carlisle Company, under whose direction the train was brought on to Lancaster. The speed of the train was slackened at Penrith, Shap, and Oxenholme, where large crowds of spectators were assembled to greet the Sovereign's progress.

#### ARRIVAL AT THE ROYAL BOROUGH OF LANCASTER.

The inhabitants of this ancient and interesting place appear to have been fully alive to the honour conferred upon them by her Majesty's graciously expressed intention of halting in her progress southwards, for the purpose of visiting the Castle, and receiving loyal addresses from the magistrates of the county palatine of Lancaster, and the Mayor and corporation of the borough. Lancaster Castle stands at the head of the town, and the railway station repose directly under its shadow. The Royal progress did not, therefore, involve passing through many of the streets of the borough. The route traversed by her Majesty had been enclosed within strong barricades, the centre being reserved for the Royal carriage, and the space on either side being occupied by the townspeople who came out in great numbers to welcome their Sovereign. There were triumphal arches at various commanding points, festooned with laurels and evergreens, and adorned with flags and heraldic trophies, among which the red rose and other devices of Lancasterian history made a conspicuous figure. Flags were also displayed from great numbers of houses, festoons thrown across the streets, and, in short,

everything that could be accomplished was done to testify the delight and loyalty of the inhabitants on this occasion of her Majesty's visit to the ancient stronghold of her ancestors.

The High Sheriff of the county, Mr. T. Perceval Heywood, arrived from Claremont, in his state chariot, at 12 o'clock, and was soon joined by the county magistrates, with the venerable Archdeacon Brooks, chairman of the court of sessions, at their head.

The Mayor of Lancaster, Mr. Henry Gregson, met the corporation of the borough at the Town-hall at half-past eleven o'clock, and the whole body came from thence in procession to the railway station, where a temporary platform, surmounted by an awning and covered with crimson cloth, had been thrown up for the Royal accommodation. In front of this platform were ranged, first, a body of the High Sheriff's Javelin-men, in full state liveries; then a troop of the gallant 16th Lancers, their breasts glistening with medals won by their valour in the recent Indian campaigns; and, thirdly, by a guard of honour composed of a company of the 46th Foot; the whole of the military being from Preston, and under the command of Colonel Garrett.

At 20 minutes to 2 o'clock a special engine arrived from Carlisle, bearing intelligence of her Majesty's approach; and in a very few minutes afterwards, the Royal train drew up alongside the platform. Her Majesty's arrival was greeted with the most enthusiastic cheering from the spectators assembled. The Queen, having alighted from the Royal saloon, was conducted by the High Sheriff to his state carriage, which, drawn by four beautiful grey horses, was in attendance in the station yard. The progress of the Royal party to the Castle was one continued ovation. Her Majesty appeared greatly pleased with the reception which greeted her on every side; and it was remarked, that, as the ancient fortress came in sight, the Queen observed its massive walls with especial interest, and pointed out to the Prince of Wales the most remarkable features of the edifice. When her Majesty arrived opposite the entrance of John o'Gaunt's Tower, Mr. John Hulton, the hereditary Constable of the Castle, had the honour of presenting the keys of the fortress, said to be the same in use when John o'Gaunt called the castle his own. The Queen graciously returned the keys to the constable's keeping. The Royal *cortege* then passed round the Castle parade, and entered the building by a temporary staircase running up to the Shire Hall.

Her Majesty entered the hall at ten minutes past two o'clock, and was received by the spectators with respectful silence. The High Sheriff preceded her Majesty, bearing his wand of office.

The Venerable Archdeacon Brooks then approached the throne, and read, in a firm voice, the following loyal address:—

#### TO THE QUEEN'S MOST EXCELLENT MAJESTY.

May it please your Majesty.—We, your Majesty's dutiful and loyal subjects, the justices of the peace for your Majesty's County Palatine of Lancaster, beg to approach your Majesty with the expression of our devoted attachment to your Majesty's person, and our deep obligations to your Majesty for the honour conferred upon our county by your Majesty's presence.

From the means of observation afforded us in the discharge of those duties graciously entrusted to us by your Majesty, we are enabled to assure your Majesty that one universal feeling of sincere and ardent loyalty animates the vast population of this great county.

It is an additional gratification to us, that your Majesty should, upon this occasion, be accompanied by the illustrious Prince who has contributed so much to your Majesty's domestic happiness, and has secured for himself, not less by his private virtues than by his public conduct, the unvarying esteem and attachment of all your Majesty's loyal subjects.

That your Majesty may live long to diffuse over our land the blessings of the mild and constitutional sway which has ever characterised your Majesty's illustrious reign, is the heartfelt and fervent prayer of your Majesty's most humble, loyal, and devoted subjects.

Signed on behalf of the Magistrates,

JONATHAN BROOKS,

Chairman of the Court of Annual General Session of the Peace for the County Palatine of Lancaster.

Her Majesty, bowing very graciously, expressed in gentle tones the satisfaction she felt in receiving so gratifying an assurance of the loyalty of her Lancastrian subjects.

The Ven. Archdeacon was then introduced, and had the honour of kissing hands, a privilege which was shared by two of his brother Justices, viz. Mr. Forster, chairman of the Salford Quarter Sessions, and Mr. Hornby, chairman of the Lancaster Quarter Sessions.

The Mayor of Lancaster was next introduced to her Majesty, to have the honour of presenting the Corporation address, which the town clerk (Mr. Dunn), in the absence of the Recorder, read as follows:—

#### TO THE QUEEN'S MOST EXCELLENT MAJESTY.

May it please your Majesty.—We, your Majesty's loyal subjects, the Mayor, aldermen, and burgesses of your ancient borough of Lancaster, beg to approach your Majesty with the expressions of our ardent affection for your Majesty's person, and of devoted attachment to the throne on which, by the blessing of God, your Majesty is so happily seated.

We crave permission further to express the grateful sense we entertain of your Majesty's condescension in honouring us with your gracious presence, and to assure your Majesty that the impression which so marked a token of Royal favour has made upon ourselves and fellow-townsmen is such as neither time nor circumstances can obliterate.

It is yet further our bounden duty to thank your Majesty for benefits previously bestowed—for your Majesty's bounty recently extending to one of our most useful public charities the aid of a Royal donation, and for your Majesty's condescension in conferring upon our ancient grammar school the dignity of Royal patronage, we beg to offer our heartfelt acknowledgments.

May we humbly avail ourselves of the opportunity now offered by your Majesty's goodness, to advert to the peculiar circumstances that impart to your Majesty's sojourn within these walls a more than ordinary interest. It is with feelings of cherished pride we reflect that from this highly-favoured locality is derived the second title of your Majesty's illustrious house; and, carrying our thoughts back to the records of ages long passed away, we call to mind that the time-honoured spot upon which we are permitted by your Majesty's gracious favour to present to your Majesty this humble tribute of duty and affection, is the same wherein centuries ago similar homage has been paid to one of the most mighty of your Majesty's ancestors, whose career is identified with the palmiest days of England's chivalry, and whose memory is endeared to us by its intimate association with the day-spring of religious freedom within these favoured realms.

We humbly trust, this passing allusion to the reflected honours which your ancient borough and castle of Lancaster have the privilege of enjoying will be deemed by your Majesty's pardonable indulgence, and that your Majesty will accept the explanation of our boundless gratitude for allowing us, by this gracious visit, to add to our Lancaster annals one other Royal reminiscence—and that one the dearest and most memorable.

We hereby tender to your Majesty our humble offering of gratitude and obedience.

And we shall ever pray that it will please Almighty God to shower his choicest blessings upon your gracious Majesty, upon the illustrious Prince your honoured and much-loved consort, and upon the youthful members of your Majesty's family; and that it may please Him, in his great mercy, to grant that your Majesty may long reign in uninterrupted happiness over a loyal and affectionate people."

At the conclusion of the address, the various points in which were acknowledged by her Majesty in a very significant and gracious manner, the Queen repeated her expression of satisfaction at the loyalty and affection evinced by her subjects resident in Lancaster. The Mayor and two or three of the senior aldermen had the honour of kissing hands, after which her Majesty retired from the hall, the hitherto restrained loyalty of the spectators now bursting forth in enthusiastic cheering from all sides of the court. Among those present in the hall were about 1000 members of the leading residents in the town and its neighbourhood. The Earl of Carlisle, as Chancellor of the Duchy of Lancaster, was present in the Shire Hall during the ceremony. Mr. Brotherton, M.P., Hon. Charles Howard, M.P., Mr. Glyn, M.P., and Mr. Kershaw, M.P., were among the members of Parliament present.

The Queen, on retiring from the hall, was invited to ascend to the summit of the Castle-keep, an invitation which her Majesty very graciously accepted. The passage to the summit of the tower had been made comparatively easy by a series of platforms covered with crimson cloth. Her Majesty was conducted by Mr. Hulton, the constable of the fortress, and attended by the High Sheriff of the county, the Mayor of Lancaster, and some few other officials. Upon arriving at the ancient keep, it became necessary to ascend for several feet a narrow stone staircase—the very contemplation of which would have alarmed many of her Majesty's gentler subjects. The Queen, however, nothing daunted, ascended with a light step, and at length came to the summit of the highest tower, known as John o'Gaunt's chair. Here her Majesty and the Prince Consort paused for some moments to enjoy the magnificent prospect around, the beauty of which was exquisitely displayed by a bright sun, which still continued to shed its cheering influence on the scene, bringing out into strong contrast the dark outlines of the distant mountains of Cumberland and Westmorland, and lighting up with a peculiar brilliancy the beautiful bay and valley of Morecambe.

Her Majesty returned to the railway station in the order of her arrival, at ten minutes to three o'clock.

The directors of the London and North-Western Railway, with Mr. Glyn, M.P., at their head, were here in attendance to conduct her Majesty southwards; and the Royal party having taken their seats, the train moved rapidly on towards Preston.

After the departure of the Queen, the Mayor and corporation proceeded to the Castle Park, where the Mayor planted an oak sapling in commemoration of her Majesty's visit.

[We shall, next week, give an Illustration of the interior of the very beautiful Shire Hall as it appeared during the presentation of the address to her Majesty.]

Just before the Queen alighted at Lancaster, two London thieves were detected by Inspector Langley, of the London detective force, in abstracting a valuable gold watch from the pocket of an anxious spectator. The rascals were speedily consigned to safe custody.

#### THE QUEEN AT CROXTETH HALL.

The Royal progress from Lancaster to Rainhill, the station at which her Majesty was to leave the railway, and proceed to Croxteth Hall, the seat of the Earl and Countess of Sefton, was marked by no incident calling for special observation. The train ran through without stopping; and upon its arrival at Rainhill, at twenty minutes to five, her Majesty was received by the Earl of Sefton, who preceded the Royal *cortege* on horseback to Croxteth. The Royal party, after passing through Prescot, entered the demesne of the Earl of Derby, who, with his Countess, was in attendance in an open barouche at the Eccleston Gate. A drive of five miles through some of the finest park scenery in England brought her Majesty to the confines of the Croxteth estate, where Lord Sefton's tenantry were drawn out to receive the Queen. Her Majesty arrived at Croxteth Hall, at twenty-five minutes after five o'clock. The Countess of Sefton was in attendance upon the terrace in front of the mansion to receive her Majesty. Among the members of the family present were Mr. and Lady Caroline Townley, Mr. and Lady Louisa Oswald, Mr. Grenfell, M.P., and the Misses Grenfell; the Misses Blackburne, of Hale; Mr. and Mrs. John Townley, Viscount Anson, Captain and Mrs. Molyneux, Major Heribert Byng Hall, &c. The Croxteth tenantry mustered in large numbers, and received her Majesty as she alighted with shouts of welcome. A short time after the arrival of the Royal party, the Prince Consort accompanied Lord Sefton over the home farm, and drove through the park. The Queen and the Royal children appeared at the windows in front of the mansion about the same period, and were received with enthusiastic cheers.

A suite of six rooms was set apart for the Royal visitors, consisting of a library, drawing-room, two bed-rooms, a delightfully appointed boudoir, and a dressing-room for her Majesty. The whole of the apartments were superbly furnished and decorated for the occasion.

Her Majesty dined with a select party of guests, at eight o'clock. The circle, exclusive of the Royal personages and suite, consisted of the Earl and Countess of Sefton, the Earl and Countess of Derby and Lady Eleanor Hopwood, Viscount Anson, Mr. and Lady Caroline Townley, Mr. and Lady Louisa Oswald, the Bishop of Chester, Mr. John Bent, Mayor of Liverpool, Mr. W. Brown, M.P., Sir Thomas Birch, Bart., M.P., Mr. P. Heywood, High Sheriff of the county, and Mr. Hardman Earle. Covers were laid for 28. After dinner the party was increased by the addition of from twenty to thirty other guests, among whom were the Earl Talbot and Lady Henrietta Fermor, Mrs. Wilbraham, and the Misses Wilbraham, &c.

Before her Majesty's arrival, there were endless festivities in the grounds of Croxteth. Several hundred of the gentry of the neighbourhood were entertained by the Earl of Sefton at lunch, laid out in a huge marquee erected by Mr. Benjamin Edgington; and the tenantry, constituting a still larger and even more festive party, enjoyed in another direction the prodigal hospitality of the noble and popular landlord. At West Derby, Prescot, and other places, there was similar loyal excitement, and kindred development of it in unrelaxed eating and drinking.

#### HER MAJESTY'S ARRIVAL AT LIVERPOOL.

The State visit of her Majesty to this, the largest and most important commercial port of the empire, is an event of no ordinary interest, not only to the inhabitants of the borough itself, but also to the public generally. Nothing could be more graceful, more appropriate, or more gratifying at the close of the Great Exhibition, than the desire expressed by her Majesty to view those vast receptacles of the wealth, the industry, and the enterprise of the world, which the docks and warehouses of Liverpool disclose; and the cordiality and enthusiasm with which the announcement of the intended honour was received by all classes of the inhabitants, sufficiently indicates their high appreciation of the gratifying condescension of her Majesty, and of the evidence she has thus afforded of the deep interest she takes in the welfare, happiness, and prosperity of all classes of her subjects. The last occasion of a Royal visit to Liverpool was in the reign of William III., upwards of 160 years ago, but the visit was then paid under very different circumstances. It was then the submission of the conquered to the conqueror. It is now the homage of a loyal and attached people to a constitutional Sovereign, who has on all occasions evinced her desire to conciliate the affections and promote the comforts and foster the commercial and manufacturing progress of her people. It would be very difficult to convey an adequate idea of the state of Liverpool on Wednesday night. In the first place, the whole population seemed to be out of doors, giving a marked indication of what might be expected on the morrow. The principal streets were so crowded as to be almost impassable; and go where you would, you were met by the same dense, but happy and good-humoured crowd, consisting principally of hard-working artisans, who, after the labours of the day, had brought out their stout buxom wives, each with a train of children at their heels, to witness the preparations, and criticise the doings of the corporation and the trades-people. Exclusive of the very judicious precautions adopted by the municipal authorities for the prevention of accidents or inconvenience during a route extending nearly five miles through the town, there was a comparatively trifling display of decorative emblems, flags, triumphal arches, and those other ordinary out-of-door indications of festive rejoicing. The evening closed clear and frosty, with the wind in the north. The morning brought a sad and disastrous change. Instead of the bright and cheering weather of the previous day, the early risers on Wednesday morning were disagreeably surprised to find the rain falling, not in smart and rattling showers, which might promise to compensate for their severity by their shortness, but in small, searching sleet, without a single opening in the thick, dense clouds overhanging the town, to hold out a promise of its wearing off as the day advanced. The flags and streamers drooped mournfully, wet, and draggled in the rain; the platforms and stages for the accommodation of visitors were saturated with water; and even the illuminations, which were to display their variegated brilliancy after nightfall, shared in the general gloom. In this depressing state of things it may be supposed that the people were in no hurry to take up their positions on the platforms, or even to parade the streets. By nine o'clock, which in other circumstances would have found all the houses in Liverpool emptied of their inhabitants, there were few or no persons to be seen: here and there men were hurrying past, or a female, more than usually adventurous, tripped along with a shawl drawn over her head, but in general the streets were deserted, while the platforms, which had been erected at such great expense, looked as if no man would venture upon them. The sound of lamentation and mourning was general over Liverpool; everybody regretted the unfortunate state of the weather, and, to do them justice, everybody seemed more concerned for her Majesty and for the misfortune to the town, in not being seen to advantage by Royalty, than for any inconvenience which they themselves were put to by reason of the untimely rain. Such a state of things was exceedingly unfortunate for the gala show on land. It was ten times worse for the excursion which had been arranged upon the river. With a natural pride to show her Majesty the wonders of the Liverpool Docks, it had been settled that the Queen should embark on board her yacht, the *Pairy*, at the landing-stage in front of George's Dock, proceed up the river as far as Dingle Point, then cross over to the Cheshire shore, skirting Birkenhead, Seacombe, Egremont, and New Brighton, after which the stream was to be crossed once more at the extreme north end of the docks, and so back to the landing-stage at George's Pier. In this way her Majesty would have had a full view of all that wonderful amount of commerce, which, in the course of little more than a century, has transformed Liverpool from a fishing village to a great and mighty city. Had the day been favourable, a sight such as probably no other spot in the world could present, would have been afforded to the Royal view. As it was the soaking rain, and the thick black clouds which hung over the prospect, rendering it difficult to discern the one shore of the Mersey from the other, obscured much of this prospect

Her Majesty, ever punctual, left Croxteth shortly before ten o'clock, and proceeded through Lord Sefton's park to West Derby, *en route* to Liverpool. The *cortege* consisted of the Queen's own carriage and those of her suite. The Earl of Sefton, with his Countess and beautiful daughter, Lady Emma Molyneux, accompanied her Majesty in their own carriage. The drenching morning destroyed the gaiety which the preparations to greet her Majesty would undoubtedly have produced under more favourable circumstances. But the loyalty of the people was in no degree affected by this circumstance. The road for some distance was thronged with spectators, many of whom preferred to remain exposed to the rain for hours, rather than risk the possibility of not obtaining a view of her Majesty and her Royal consort. The village of West Derby, through which her Majesty passed to Liverpool, is the most ancient place in this part of England. It gives name to the hundred of West Derby. King Edward the Confessor had a castle here, which was granted, after the Norman Conquest, to Roger of Poictou, along with all the lands between the rivers Ribble and Mersey. These lands, including the sites on which Liverpool, Manchester, and all the other great towns of South Lancashire stand, were then of the value of only £2175 a year of present money. They are now of the value of upwards of £4,000,000 a year. The manor of Sefton, and other portions of the estates of the ancient family of Molyneux, were granted to an ancestor of the Earl of Sefton, by Roger of Poictou, immediately after the Conquest.

It was proposed that her Majesty should be formally met at the boundary of the borough by the Mayor, who, accompanied by the town clerk, was in waiting in his state carriage; but, owing to the inclement weather, her Majesty, after graciously bowing a recognition to his Worship, proceeded onwards, and the ceremonies which had been set forth were dispensed with.

The Queen passed Newsham House, the boundary of the borough, at half-past ten o'clock, and was hailed by the cheers of the multitude in 10,000 voices; but, as the rain still continued, her Majesty could only acknowledge the loyalty of the people by bowing from the window of her carriage. The display along the line of procession was exceedingly grand. Platforms were erected at the entrance on West Derby-road, Brunswick-road, and Moss-street, where thousands of people cheerfully paid half-a-crown for a sitting, and sheltered themselves with their umbrellas from the rain. Along the pavements, and by the side of the barriers between which the procession passed, the people were thickly planted, and cheered heartily as the Queen was observed. As the Royal *cortege* moved on towards the more crowded parts of the city, the display of banners, decorations, monograms, &c., became more and more effective, the principal route being crossed by flags of all nations suspended in line, and the cross streets showing, as far down as the eye could reach, many tokens of loyal and affectionate regard. The devices were in many instances apposite and characteristic—*one especially*, with the Gaelic motto of "Long life and happiness to the Queen," over a view of Balmoral Castle, supported by a stalwart Highlander playing the bagpipes, attracting much attention. At every point the Royal *cortege* was greeted with the most enthusiastic cheering, and the Queen's progress through Liverpool will long be remembered by all who witnessed it, as one of the most gratifying scenes of loyalty on record in the history of her Majesty's unexampled reign.

All this time the aspect of affairs at the "landing-stage" was extremely melancholy. The long ranges of seats were only partially filled; and the ladies who were daring enough to endure the torrents of rain that came down, were enveloped in muddings of all sorts, and shrouded in a canopy of umbrellas. A thick damp mist hung over the river, completely shutting out all view of the Cheshire shore from those on the Liverpool side. There was not a breath of air, and the flags and streamers hung lank and dripping from their staves, and the whole aspect of the point of embarkation was wet, gloomy, and uncomfortable, as the most thorough Liverpudlian could desire. A guard of honour, composed of the 23d Royal Welch Fusiliers, arrived on the pier at 10 o'clock from Chester, in great-coats and heavy marching order. They were accompanied by their celebrated regimental goat, a present from her Majesty. The animal is of the white Cashmere species, and bears on its forehead a massive silver plate recording its presentation to the regiment by her Majesty. The Earl Cathcart, General commanding the district, with Colonel Torrens and a brilliant staff of officers, came about the same time to await her Majesty's arrival.

The Royal procession reached the water side at half-past eleven precisely, amidst the most deafening acclamations and the thunder of the guns stationed at intervals along the river front. The rain still continued to fall heavily.

Upon the Queen's alighting from the Royal carriage she was conducted under a circular marquée at the end of the corridor leading to the north stage, where her Majesty was received by the Mayor of Liverpool, the High Sheriff of Lancashire, General Earl Cathcart, the Earl of Carlisle, Lord Greenock, Colonel York, and Colonel Torrens. The members of the Dock Committee and of the Liverpool Chamber of Commerce were also in attendance. There were no seats of any kind in this marquée. Her Majesty and the Prince Consort, with the Royal Princes and Princesses, took up their position on one side of the tent, the deputations forming a semicircle around.

Mr. Charles Turner, the chairman of the Dock Committee, was first presented to her Majesty by Earl Grey, and had the honour of presenting the loyal address from the important commercial body over which he presides—

#### TO THE QUEEN'S MOST EXCELLENT MAJESTY.

May it please your Majesty,—We, the corporation of the trustees of the Liverpool Docks, beg leave, with profound respect, to express our devoted loyalty to your Majesty's person and Crown, and our grateful sense of the honour conferred upon us by the inspection which your Majesty has now been pleased to make to the port of Liverpool, and of the docks, and other very extensive maritime works therein, under our management and control.

In common with all our fellow-subjects, inhabitants of this town and neighbourhood, we have hailed with the liveliest satisfaction and thankfulness your Majesty's determination, accompanied by his Royal Highness the Prince of Wales, and other members of your Royal family, to visit this great commercial emporium of your dominions; and we venture most respectfully to hope, that the acquaintance which your Majesty has now formed with that site of enterprise and industry, which, in their manifold operations, contribute so largely to the power and prosperity of this kingdom, as well as the loyalty and delight inspired by your Royal presence, and manifested alike afloat and on shore, and with heartfelt enthusiasm by all classes, and every person present at the humble pageant which your Majesty has condescended to accept and grace, will not have proved altogether uninteresting to your Majesty.

This suspicious visit is the first which circumstances have permitted your Majesty to honour us with; but we cannot but thankfully remember that the illustrious Prince, your Royal Consort, has before been graciously pleased to give his sanction to, and permitted to be associated with his name, a great work—portion of the Liverpool Dock Estate, new in principle at that time here, but now in most successful operation; as well as to afford very seasonable encouragement and support to an institution for the benefit of our seamen, which his Royal Highness will hear with pleasure is largely fulfilling the useful objects which, as its founder, he ventured to predicate.

That your Majesty may, on some future occasion, be induced to repeat, and with increasing interest, the favour which we now so gratefully acknowledge, and that each year of your Majesty's reign may be rich in such and all other proofs of the happiness, prosperity, and affectionate loyalty of your people, is our most earnest and devoted prayer.

Given under our common seal, this ninth day of October, one thousand eight hundred and fifty-one.

Mr. Horsfall, the President of the Liverpool Chamber of Commerce, was next introduced to the Queen by Lord Grey. This gentleman had the honour of presenting an address from the members of the chamber of which he is the head. This address was as follows—

#### TO THE QUEEN'S MOST EXCELLENT MAJESTY.

May it please your Majesty,—Your Majesty's most dutiful and loyal subjects, the president, vice-president, the council, and members of the Liverpool Chamber of Commerce, beg, with all humility and respect, to approach your Majesty with feelings of devoted loyalty to your Majesty's throne and person, and with the tender of our sincere and heartfelt congratulations on your Majesty's arrival in this town, accompanied by your Royal consort, and the other members of the Royal family. And while we feel assured of the deep and lively interest which your Majesty at all times takes in the welfare of every portion of the British empire, we cannot but look upon your present visit as an evidence of the special interest which your Majesty has been pleased to take in the prosperity of the town of Liverpool, and in the promotion of that commercial enterprise which is conducive at once to the peace and prosperity of the country. The happy event of seeing in the midst of us that gracious Sovereign, who, in the providence of God, has, for a period of fourteen years, so happily ruled over this country, will, we feel assured, be the means, if possible, of increasing that loyalty which has ever characterised the people of Liverpool, and of cementing more closely the union and affection which ought always to subsist between a sovereign and a people.

That Almighty God may shower down his richest blessings upon your Majesty, your consort, and your Royal children, and that you may long continue to reign over a happy and contented people, is the fervent prayer of your Majesty's most dutiful and loyal subjects, the president, vice-president, council, and members of the Liverpool Chamber of Commerce.

The Queen received the address very graciously, and bowing to the members of the deputation, handed the document to the Secretary of State. Mr. William Brown and Sir Thomas Birb, the members for the county, were present during this ceremony. Mr. Cardwell, M.P. for

the borough, Mr. Robert Rankin, Mr. John Aikin, and Mr. F. Shand were also among the deputation. It was remarked, that, notwithstanding the want of accommodation in the tent, and the fact that it was in some measure exposed to the weather, her Majesty exhibited no discomfort, but rather appeared to encourage, by her gracious demeanour, the somewhat depressed spirits of the deputation.

Her Majesty walked down the closed corridor to the landing-stage, resting on the arm of the Prince Consort. The Royal children followed, the Prince of Wales walking with the Princess Royal, and Prince Alfred with the Princess Alice. Her Majesty was preceded by the chairman and members of the Dock Committee and the equerries in attendance; and following upon the Royal party were the ladies in waiting, the Earl Grey, the Earl of Carlisle, the Earl and Countess of Sefton, and the members of their youthful family. As soon as the Queen emerged from the corridor, and passed under the awning, a shout of welcome was raised by all the spectators on the platforms running along the landing-stage. For the moment each appeared to forget the pitiless warring of the elements, and hats were raised and handkerchiefs waved in every direction. Her Majesty very kindly and graciously acknowledged the loyal reception which greeted her at this place, and passed slowly on to the *Fairy* Royal yacht, on board of which she was conducted by Captain Lord Adolphus Fitzclarence. The engines were presently in motion, and the *Fairy* moved off in a southern direction.

#### THE ROYAL CRUISE ON THE MERSEY.

Her Majesty and the Prince Consort, with the Royal children, having taken their places in the round-house upon the deck, beneath the shelter of which they were protected from the rain, the graceful little yacht moved forward with its Royal freight amidst a salute of artillery from the docks and shipping, and steamed slowly up the river, followed by the giant-looking steamers chartered by the corporation, the *Commodore*, the *Trafalgar*, the *Ebina*, and the *City of Dublin*, all of which were crowded with passengers.

The George's Dock, in front of which the Royal party embarked, is one of the oldest and largest of the vast range of basins which commercial enterprise has created along the banks of the Mersey. Behind it stands the Goree Piazza, with its immense pile of warehouses rising to a height of five tiers, and filled with the most valuable merchandise. Some idea of the wealth here deposited may be formed, when we state, that, when the whole pile was burnt, in 1802, upwards of a million sterling in value of property was consumed. On the opposite side of the river the coast is studded with hamlets and villages and bathing-places, including Birkenhead and Woodside, Seacombe and Egremont, New Brighton, Rock Ferry, and New Ferry, all of which were now hidden in the haze and gloom that enshrouded everything. The great interest of the scene, however, was not the animate or inanimate objects on the opposite shore, but the long chain of docks—including the Clarence, the *Trafalgar*, the *Victoria*, the *Waterloo*, the *Prince's*, the *George's*, the *Canning*, the *Salt-House*, the *Albert*, Manchester, Duke's, King's, Queen's, Union, Coburg, Harrington, and Herculaneum—extending in a long unbroken series, a distance little short of four miles, covering an area of upwards of a hundred acres, and presenting a quay surface of about fifteen miles, almost wholly formed of hewn masonry, and involving an expenditure of almost incredible amount. It was impossible for any one to contemplate these vast works, which, for solidity and extent, are unrivalled in the world, and which enable the Liverpool merchants to afford accommodation to the countless vessels that congregate in their port, without feeling deeply impressed with the vast wealth and resources and indomitable energy and enterprise of the nation by whom they have been planned and executed. Her Majesty was accompanied on board the yacht by the Mayor, Mr. Charles Turner, the Chairman of the Dock Committee, and Mr. Hartley, as dock engineer. The escort was purposely limited to these officials, their function being to supply the Royal party with every desirable information in respect to the docks, works, and river. As the *Fairy*, with its Royal freight and attendant steamers proceeded slowly up and down the river, the unrivalled local situation of the town, to which it is mainly indebted for its commercial greatness, became fully apparent. Placed just within the mouth of the Mersey, and protected from the force of the Irish Sea by the projecting headland of the opposite Cheshire coast, affording safe anchorage to vessels of any size, Liverpool was admirably adapted, even before the formation of its numerous docks, to attract the coasting trade of the north-west coast. It now concentrates within itself the foreign trade of inland districts not only vast in extent, but abounding above all others in mineral wealth, manufacturing skill, and all the elements of national prosperity. In the year 1700 the first ship entered the first of the Liverpool docks; and, after the lapse of a century and a half, her Majesty, in her leisurely sail along the river, saw the docks now occupying the entire frontage of the river. The minute division and judicious arrangement of business which the unparalleled extent of the shipping business transacted in Liverpool has occasioned, were explained to the Queen by Mr. Turner, to whose information her Majesty listened with evident interest. The Clarence, which occupies nearly 50,000 yards of area, and has a mile of quay space, is devoted exclusively to the reception of steam-vessels plying between Liverpool and the other ports of the United Kingdom. The vast Prince's Dock, which occupied ten years in the building and formation, possesses peculiar interest, being destined for the reception of the largest vessels engaged in the India, China, and American trade; and here many of the magnificent "liners," which have done so much to facilitate intercourse between this country and the United States, were to be seen. The King's Dock is the resort of all vessels in the tobacco trade; and in the vast pile of warehouses behind, hundreds of thousands of hogsheads are stored. The Queen's Dock, which stands next to this, is appropriated to the Dutch, the Baltic, and the West Indian trade. The Brunswick, one of the largest of its class, is appropriated to the timber trade; and grouped around it are some of the most extensive building and timber yards of the port. All this extent of accommodation has been provided for a trade which, in the course of a single year, amounts to about 25,000 vessels and a tonnage of 4,000,000. Lord Erskine's vivid sketch, although probably a little highly coloured, has enough of truth and accuracy to justify our quoting it as a bird's-eye view of the brilliant and striking scene which her Majesty witnessed for the first time to-day:—"After passing a distant ferry and ascending a hill, I was told by my guide—"All you see spread out beneath you—that immense plain, which stands like another Venice upon the waters—which is intersected by those numerous docks—which glitters with those numerous and cheerful habitations—which is the busy seat of trade, the gay scene of elegant amusements, growing out of its prosperity, where there is the most cheerful face of industry, overflowing riches, and everything that can delight a man that wishes to see the prosperity of a great community and a great empire—all this has been created by the industry and with the disciplined management of a handful of men since you were a boy;" and certainly, of all the marvels with which the "City of the Waters" teems, its rapid and unexampled rise is not the least extraordinary. In the interval which elapsed between the beginning of the 18th century and the commencement of the reign of George III. (1760), the shipping had increased only from 60 to 280, and the town then possessed only two docks. There may now be found any day nearly 1000 vessels in its capacious docks; and the vastness of its commerce with the West Indies, the United States, the colonies of British America, South America, India, and China, exceeds that of any port in the world.

Meantime, while we have been glancing at the past history and present position of this vast maritime emporium, the little *Fairy* has been steaming up the river, the faint shouts of the spectators on the dock-heads indicating the thinned ranks which it was at one time conjectured would have overflowed from all parts of the town and district, beyond all possible means of accommodation. Having reached the Dingle, or southern extremity of the line of docks, the *Fairy* wore round to the westward; and, after crossing the Channel, proceeded along the Cheshire shore towards the entrance to the Mersey. The steam ferry-boats running to Tranmere, Birkenhead, Woodside, Seacombe, and Egremont, were anchored in line opposite the several places to which they ply, most of them being profusely decorated with flags, and literally crammed with spectators, who cheered the Royal party enthusiastically. The yacht, after proceeding to the Rock Lighthouse, crossed, opposite Bootle, to the Lancashire shore, returning up the Liverpool side to the landing-place. The trip did not occupy more than an hour. The Royal party landed at half-past twelve. The embarkation was conducted in the order observed when the Royal party embarked, but, instead of returning by the north side, her Majesty walked along the corresponding avenue on the south side of the landing-stage, and when in the tent at the entrance, the Queen expressed her approbation of the conduct of the dock authorities by bowing to the chairman and others who were present.

#### PRESENTATION OF THE ADDRESS IN THE TOWN-HALL.

The procession now formed and proceeded in the same order as before, passing along the Goree, into Strand-street, round the south front of the

Custom-house, the Sailors' Home, thence up South Castle-street, along Lord-street, Church-street, Parker-street, and Lime-street, to the east front of St. George's Hall, and, without pausing, thence down St. John's-lane, up Manchester-street and Dale-street to the Town-Hall. The rain continuing to fall thickly, and crowds of pedestrians, as the streets were dirty, and the spectators much bespattered with mud. But nothing could damp the ardour and enthusiasm of the people, who cheered and shouted as joyously as if the sun had been pouring down on the multitude a flood of golden light. The ladies in the windows waved their handkerchiefs, and children gathered at different points had their happy "Hurrrah!"

The Town-Hall is a very handsome building, well situated at the north end of Castle-street. It contains, besides offices for the transaction of municipal business, a suite of rooms, which, in point of elegance and chasteness of decoration, might be placed in no unfavourable comparison with the apartments in the civic palace of the metropolis. The principal entrance, on the south side of the building, opens to the grand staircase, on the first landing of which is placed a beautiful marble statue of George Canning, by Chantrey, regarded by that celebrated sculptor as one of his *chef-d'œuvre*. This staircase leads to a suite of drawing-rooms, consisting of three, which were reserved exclusively for the use of her Majesty, the members of the Royal family by whom she was accompanied, and the Royal suite. The eastern drawing-room opens into the small ball-room, in which four rows of seats were erected on each side, affording accommodation to 230 ladies, an ample space being reserved in the centre for the passage of the Royal party and their suite. The small ball-room again opens into the large ball-room, which is on the north side of the building, and was the scene of the public proceedings on Thursday. This is a hall of elegant proportions, on the south side of which two chairs of state were placed on a slightly-raised dais for the Queen and Prince Albert. There were seats also on either side for the Royal children. Opposite to the throne, the central window overlooking the Exchange area had been removed, and a balcony projected, to enable her Majesty to step out and overlook the quadrangle, where a large number of spectators had assembled to greet the Royal presence. Around the apartment seats were arranged, in an amphitheatrical form, affording accommodation for nearly 600 persons. These were chiefly filled by the wives and daughters of the leading merchants of Liverpool. Among the gentle present we observed the Bishop of Chester and Mrs. Graham, the Lord Lieutenant of the county and the Countess of Sefton, the Earl of Carlisle, the High-Sheriff and Miss Heywood, the Earl Cathcart, Mr. W. Brown, M.P., Sir Edward and Lady Cust, &c. The members of the corporation were the last who entered the room, and they formed a line in front of the seated spectators. In consequence of the gloomy and lowering state of the atmosphere, the three large chandeliers suspended from the ceiling were lighted, a proceeding which had the good effect of displaying to better advantage the very gorgeous and appropriate decorations of the magnificent saloon.

The Queen alighted at the grand entrance of the Town-Hall at ten minutes after one o'clock. As soon as her Majesty was announced, all the company rose, but there was, of course, no demonstration of applause. The Queen and the Prince, with the Royal children, having ascended the dais, the Mayor, with the Recorder, and the members of the corporation, advanced to the foot of the throne.

The Recorder (Mr. Henderson) then read the following address:—

#### TO THE QUEEN'S MOST EXCELLENT MAJESTY.

May it please your Majesty,—We, your Majesty's faithful subjects, the Mayor, aldermen, and burgesses of Liverpool, approach, with profound respect, to offer the homage of our devoted loyalty, and to express the universal joy of the inhabitants of this town, now for the first time gladdened by your Royal presence.

We welcome with delight a Sovereign, who, displaying from the throne a brilliant example of private virtue, so sways the sceptre of public rule as to unite the hearts of her people in firm and dutiful attachment to her person and government.

Knowing that your Majesty is ever intent on the welfare of the realm, we view this gracious visit as a mark of Royal regard for the town and trade of Liverpool; and we indulge a hope that your Majesty will have seen with satisfaction the public buildings now in the course of completion, and the arrangements to accommodate the shipping of a seaport remarkable for the rapid progress and extent of its commerce.

Our joy on this auspicious occasion is enhanced by the presence of the illustrious Prince, your Royal Consort, who, to many well-earned titles to national admiration and esteem, as the patron of science and improvement, adds peculiar claims on the gratitude of this community: we rejoice that the great works inaugurated here by his Royal Highness, and which blend his name with our commercial enterprise, are now in full operation, and that the structure which he graciously condescended to found is now completed as a sailors' home.

Thankful for the wise and benign exercise of Royal authority, and for the advantages of constitutional government, we fervently pray that many years of public and private felicity may be added to your Majesty's reign, and that future generations in this kingdom may long enjoy, under your Royal line, such blessings as we now most gratefully acknowledge.

Given under the common seal of the borough of Liverpool, this ninth day of October, one thousand eight hundred and fifty-one.

The address was received by her Majesty very graciously, and handed to the Secretary of State, who placed it in the Queen's hands the following reply, which her Majesty read in a beautifully modulated tone of voice, rendering every syllable distinctly audible.

Her Majesty said:—

Mr. Mayor and Gentlemen,—I accept with pleasure your loyal address, and I am glad to convey, through you, to the inhabitants of this borough, my best thanks for the very cordial welcome which I have received from them on the occasion of my visiting, for the first time, this great commercial town, of which I have viewed, with just admiration, the magnificent public works and buildings.

The Mayor, with Mr. John Holme and Mr. Hugh Hornby, the mover and seconder of the address, were then presented to her Majesty by Earl Grey, and had the honour to kiss hands.

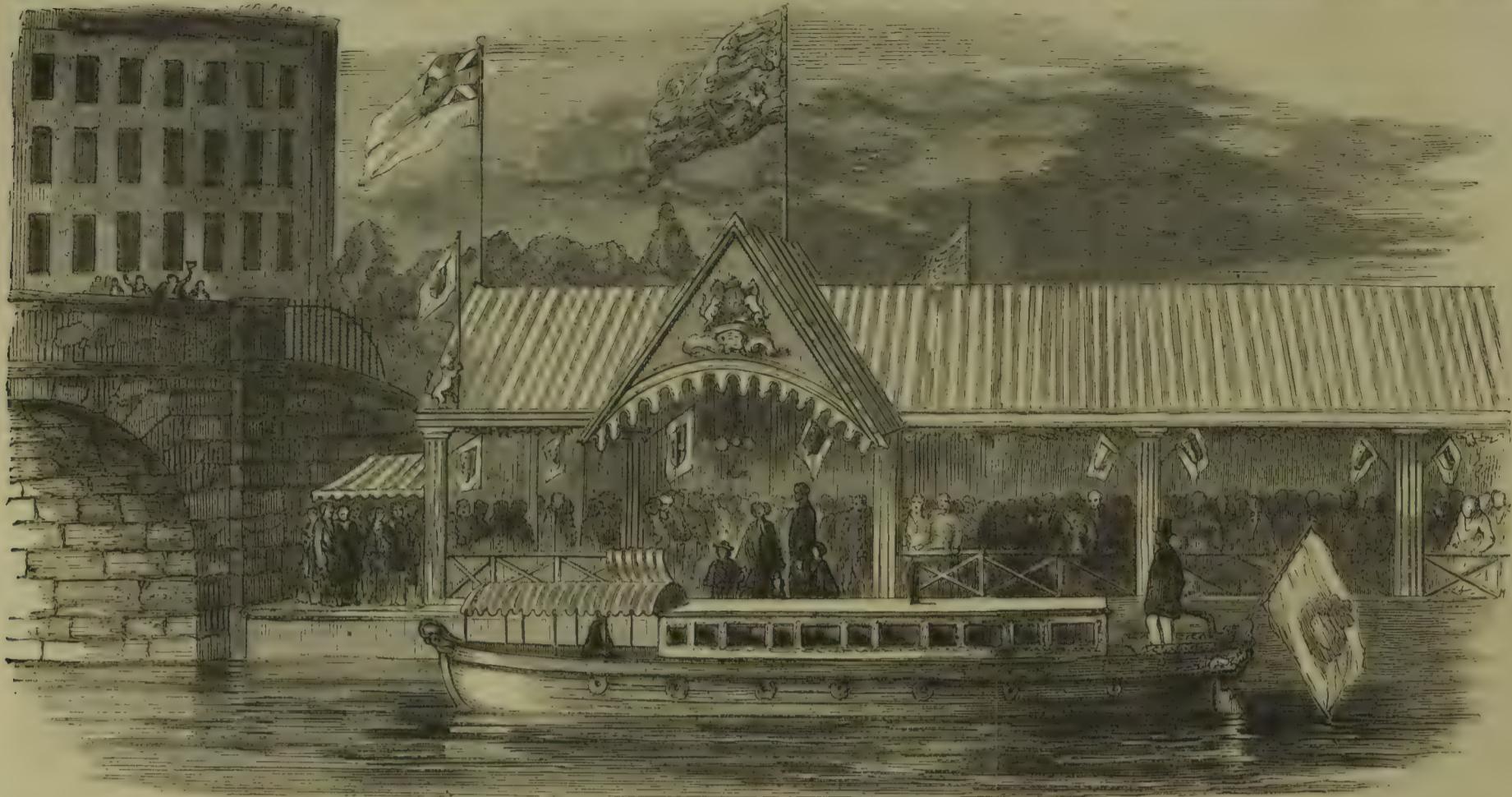
Her Majesty then signified her pleasure that the Mayor should again approach the dais; and Colonel Gordon having handed his sword to the Queen, her Majesty placed it successively on the left and right shoulders of his Worship, conferring the honour of Knighthood in the usual form. This proceeding excited the liveliest interest among the company.

Her Majesty and Prince Albert then crossed the room to the balcony overlooking the quadrangle, and looked out upon the crowd of spectators filling that spacious area. The moment the Queen came in sight of the vast crowd, there rose a cheer that was maintained as long as her Majesty remained in the balcony. In a few moments the Royal party retraced their steps through the drawing-rooms into the Mayor's dining-room, where luncheon was prepared for them. After the Queen left the ball-room, the assembled company gave three times three hearty and inspiring cheers for her Majesty, the ladies waving their handkerchiefs, and the vast apartment exhibiting a very unusual scene of enthusiasm and excitement.

At ten minutes to three the Royal party were re-conducted to their carriages, and proceeded by way of Dale-street, Manchester-street, and St. John's-lane, to the north end of St. George's Hall. Her Majesty, throughout her progress, was most enthusiastically cheered, and the weather having now, for the first time since the morning, cleared up in a slight degree, the streets assumed a less gloomy appearance.

At St. George's Hall the Queen was received by the chairman and deputy-chairman, and the members of the Law Courts Committee, by whom her Majesty was conducted through the building. In the course of her tour of inspection, the Queen and the Prince made their appearance at the southern front, and were immediately recognised by the crowd of spectators on the side with a shout of acclamation—the heartiest, perhaps, which had been given during the day.

Her Majesty left the hall at twenty minutes to four o'clock, and, crossing over to the railway station, travelled by special train to Patricroft.</p



ARRIVAL OF HER MAJESTY AT THE PARTICROFT STATION.

belonging to Mr. Loch, arrived, having left Worsley at four o'clock. The passengers were the Duke of Wellington, the Countess of Ellesmere, the Earl and Countess of Wilton, the Marquis and Marchioness of Westminster, the Countess of Derby, Viscountess Brackley, and Lady Alice and Lady Blanche Egerton, daughters of the Earl of Ellesmere, and Captain the Hon. Frank Egerton, one of his Lordship's sons. The Earl of Ellesmere and the Earl of Derby were not at the station, in consequence of indisposition, both suffering from attacks of gout; and Lord Brackley was not sufficiently well to venture out on so inclement a day. The appearance of the Duke of Wellington at the station, with the Countess of Ellesmere leaning on his arm, was the signal for loud cheering by the persons assembled. The gallant Duke, while at the station, observing an old policeman, Zachariah Drakeley, in the service of the London and North-Western Company, whose breast was decorated with a Peninsular medal, inquired into the service he had seen, and the regiment in which he served, and, we believe, presented the honest fellow with a sovereign.

The guard of honour in attendance was furnished by the 28th Regiment, and consisted of Lieutenant-Colonel Messiter, Captain Butler,

Lieutenant Codd, Lieutenant Dubbings, and 100 rank and file. The band of the regiment was also in attendance.

The approach of her Majesty was signalled by a pilot engine at 17 minutes to four. The Royal train came in sight of the station at 20 minutes past four o'clock—25 minutes earlier than was expected. The distinguished party mentioned, together with the Mayor of Manchester and the directors of the railway company, were on the platform to receive her Majesty. The spectators cheered vociferously as the Queen descended from the carriage, and the band of the 28th struck up the National Anthem. Her Majesty, who appeared to be in excellent health and spirits, graciously acknowledged the cheers of the spectators, and after warmly greeting the Countess of Ellesmere and other members of the party assembled upon the platform, proceeded down the corridor to the place of embarkation, where the Royal barge was moored underneath the canopy. When her Majesty and the Prince appeared on the platform, they were received with deafening cheers from the people assembled on the opposite bank of the canal. The Queen stepped into the barge first, and took her seat in the chair of state in the centre of the saloon. Her Majesty was followed by Prince Albert, the Prince of Wales, and

the other Royal children. Her Majesty invited the Countess of Ellesmere to accompany her on board, and the rest of the party having embarked in the attendant barges, the horses were put to their paces by trained postilions, and the flotilla moved off at a gentle pace, amid the cheers of the assembled spectators. The boats belonging to the members of the Manchester and Salford Regatta Club were in attendance, and brought up the rear of the procession. The banks of the canal from Particroft to Worsley, a distance of about two miles, were crowded with masses of people, who had assembled in every situation where they were likely to obtain a good view of the Royal progress. At Montonbridge, the boundary of the Earl of Ellesmere's property, was erected a very pretty triumphal arch adorned with flowers and evergreens. Soon after passing under this arch, and about three-quarters of a mile from Particroft, the procession came in view of the village of Worsley, situated on the right bank of the canal. The spire of Worsley Church, recently erected by the Earl on some rising ground above the village, was here a conspicuous and attractive object, and further on rose the lofty turrets of Worsley Hall. From the roofs of the extensive canal works belonging to the Earl, which occupy several acres of land on the right bank at



PRESENTATION OF THE ADDRESS TO HER MAJESTY BY THE MAYOR OF SALFORD.



THE ARCH AT VICTORIA BRIDGE, OVER THE IRWELL.

Worsley, floated a great number of banners. Every part of the works was crowded with colliers and men employed on the Ellesmere estates, 4000 or 5000 in number, with their families. The honest outburst of joy which greeted her Majesty at this point was absolutely deafening. The Queen appeared greatly interested with the scene presented on the banks of the canal; and, notwithstanding the inclemency of the evening, and the fatigue she had undergone during the day, her Majesty several times left the saloon and walked upon the deck of the barge, where, protected by an awning, a better opportunity of viewing the pre-

parations made for the Royal reception was obtained. After passing through the Worsley works the Royal barge entered Lord Ellesmere's park. A neatly-designed Gothic building, admirably adapted for a landing-stage, had been erected here, the main portion forming a canopy across a road parallel with the canal, beneath which stood her Majesty's private carriage; whilst in front was an awning stretching over the water, under which the barge drew up. Her Majesty was received by an escort of yeomanry cavalry, and by the Worsley school children, headed by a juvenile band of fife and drums, the performers being children in the schools. A

small and select circle of visitors only had the *entrée* to the private grounds on this side the canal; but to the open park on the other side, behind the towing path, the public were freely admitted.

The Countess of Ellesmere first alighted from the barge, followed by the Duke of Wellington, who stepped on shore before the boat came to rest, and tripped up the grassy slope from the canal with wonderful vigour. His Royal Highness Prince Albert then handed out the Royal children, and, following them, assisted her Majesty, whose appearance was hailed by the assembled spectators with enthusiastic cheer. Her



THE ARCH AT ALBERT BRIDGE, OVER THE IRWELL.

Majesty appeared in good health, and was in excellent spirits, considering the fatigues she had undergone in the early part of the day.

The scene presented by the Royal embarkation was strikingly picturesque. An extensive lawn stretches down, from the rising ground on which the hall stands, to the water's edge. The carriage drive from the landing-stage skirts this lawn to the right, forming nearly a semi-circle. On either side of the drive, which is about a third of a mile in length, were stationed the Worsley troop of the Lancashire Yeomanry Cavalry, under the command of Major Gerard, drawn up in open files, with horses facing inwards. Midway up the drive was a handsome new triumphal arch, designed by Mr. Edward Blore, F.R.S., from which, as well as from the summit of the pavilion, handsome banners floated. The carriages awaiting the Royal party were five in number, but the landing occupied a few minutes only. The *cortege* moved slowly up the avenue formed by the military, with a small advanced and rear-guard until lost to the view behind a shrubbery leading to the north front of the hall, and, in a few moments afterwards, the Royal standard floating from the flag-tower announced that her Majesty was safely housed under the roof of the Earl of Ellesmere. Our sketch represents the barges approaching the embarkation pavilion, with Worsley Hall in the last carriage.

The pleasant little village of Worsley was full of festal decorations and scenes of rejoicing in celebration of the occasion. Unfortunately the weather continued most unfavourable.

#### THE QUEEN AT WORSLEY HALL.

Of the village in which Worsley Hall is situated, it is not too much to say that it is an oasis in the somewhat dreary district surrounding it. There is perhaps hardly an instance on record in which modern wealth has been more liberally or less ostentatiously devoted to its high purposes, than in that of the noble Earl and his benevolent Countess. Few years have passed since his Lordship's abode at Worsley, without witnessing fresh works of piety or charity. We are assured that in former years the moral condition of this colliery district was only too truly described by its ostensible features. The principal street of Worsley, then called Smoke-street, from its sooty aspect and proximity to the Bridgewater forge and coke ovens, was but the entrance to a series of hamlets in which dilapidated cottages, rude and squalid children, and blackened coal-works, formed the principal characteristics. Drunkenness, Sabbath-breaking, cock-fighting, and disregard of all decency, prevailed to a great extent. The few Sunday-schools, whether belonging to the Church or to Dissenters, were void of everything like discipline or control; and Ellenbrook chapel, capable of holding about 350 people, with a Wesleyan chapel at Worsley, an Independent Methodist chapel at Roe Green, and a Ranting chapel at Winton, were the only accessible places of worship. In short, it was considered as rough a locality as any in the country. From the time of Lord Ellesmere's residence, however, an entirely new era seems to have commenced. Few neighbourhoods now present a more quiet Sabbath, fuller churches, better schools, more respectable, honest, orderly, and civil inhabitants. Immediately on Lord Ellesmere's accession to the property, a temporary church was erected in the midst of the colliers, at Walkden Moor, and a clergyman appointed, whose stipend was permanently fixed and paid by a charge on Lord Ellesmere's estate. In 1838, juvenile schools for 300 children were built at Worsley, and entirely supported at his Lordship's expense. In 1838, a school for 200 infants, was built and supported at Walkden Moor by the same benevolent hand: in 1842, juvenile schools for more than a like number were added in the same district; and in 1844 a school for 200 infants, with a mistress and two assistants, was opened in Worsley. In the latter year a public library and reading-room was added. In 1845, the beautiful church of St. Mark's, Worsley, was built by his Lordship, and permanently made the centre of an ecclesiastical district. The cost of erection was nearly £14,000. It contains 650 sittings, all open benches, and entirely free of any payment whatever. In 1848, the scarcely less beautiful church of Walkden Moor was built and endowed, all its sittings being equally free, and the stipend paid by a rent-charge on the estate. In 1849, another infant and Sunday-school was added at Ellenbrook, the chapel of which has been also enlarged at his Lordship's cost. In the same year the district received another great blessing, in the form of a dispensary for the poor, and for the better class of labourers. It is generally understood that this last gift was a thank-offering for the recovery of Lord Brackley from his dangerous illness. In 1850 a new Sunday school was built at Edgefold, in the Worsley district; and this year the foundations of an additional aisle to St. Mark's church, Worsley, have been laid. In fact, it is almost literally true that every year has added another act of liberality to the proofs of former beneficence; and from all that we have seen, the people of Worsley and the neighbourhood appear fully sensible how much they owe to their noble patron.

We have already stated that the Hall itself is more convenient than extensive. The suite of rooms prepared for her Majesty was on the southern front of the mansion; and, it is needless to say, they were arranged most tastefully for the Royal convenience.

The dinner party on Thursday night included, in addition to the Queen and Prince Albert and the members of the Royal suite, the following:—His Grace the Duke of Wellington, the Duke and Duchess of Norfolk, the Marquis and Marchioness of Westminster, the Earl and Countess of Derby, the Earl and Countess of Wilton. The Earl of Ellesmere, although very ill, joined the party at dinner. The Countess of Ellesmere, Viscount and Viscountess Brackley, the Ladies Alice and Blanche Egerton, Captain the Hon. Frank Egerton, and Hon. Algernon Egerton, were the members of the family circle present.

The clearness of the atmosphere on Friday morning afforded a most agreeable contrast to the unfavourable weather of the preceding day. At a very early hour large bodies of villagers and inhabitants of the neighbouring towns flocked into Worsley, to pay respectful homage to their Queen. The noble Earl had caused platforms to be erected along the road on either side, from which his dependants and others might be afforded an excellent opportunity of viewing the Royal progress to Manchester; and before nine o'clock every point of view was well filled with spectators. Among the more interesting exhibitions of loyalty was that made by the children of the Worsley National School, who, headed by their juvenile but really very creditable band, attired in a neat uniform, marched into the park, and took up a position in front of the north entrance.

The Worsley troop of Lancashire Yeomanry Cavalry, under command of Captain Loch, arrived about ten o'clock, to form an escort for the Royal party.

#### HER MAJESTY'S PROGRESS TO Salford.—THE PEEL PARK.

The route decided upon for the Royal visit to Manchester was through the villages of Swinton, Irlam-o'-th'-Height, and Pendleton, to Salford. The Queen having intimated, some time since, her readiness to receive an address from the Mayor and corporation, within the precincts of the borough, the Peel Park was fixed upon as the most appropriate place for the ceremony. The corporation, moreover, determined that it should be accompanied by a demonstration at once novel, interesting, and impressive; and arrangements were made for collecting in the park all the Sunday-school children of Manchester and its immediate suburbs, to afford her Majesty an opportunity of observing the extensive provision made for the education of the young in this densely populated district. The ministers of the various religious denominations—Churchmen, Dissenters, and Roman Catholics—very generally assented to the proposal; and the consequence was, that such an assemblage of school children was collected together as probably was never equalled in any other part of the kingdom. In the first instance 70,000 tickets were demanded and distributed, and subsequently from 3000 to 4000 more were applied for and issued. The number of children present was therefore about 80,000, besides some 3000 or 4000 teachers. 4000 special admissions to the park were also granted, exclusive of the number of persons to whom tickets were issued for the pavilion. A very handsome pavilion was erected at the north end of the park for the presentation of the address to the Queen. It had a straight arched frontage, about 150 feet in extent, and was calculated to afford accommodation to 1250 persons, an ample carriage-way in front and under the roof of the pavilion being reserved for the passage of her Majesty, who had intimated that it was not her intention to alight. For the accommodation of the school children two immense galleries facing each other were erected in the centre of the park and parallel with the pavilion; a wide carriage-drive being left between them, along which it was intended her Majesty should pass.

The children began to arrive at the park soon after six o'clock, and it was not until after ten that all those who, it was arranged, should be present had taken the places assigned to them. The children were brought to the ground in excellent order, and, in the case of Church schools, were generally accompanied by a clergyman in his robes, while the Dissenting schools were headed by the ministers of their respective denominations. The galleries, which consisted of 12 or 14 tiers of seats rising gradually from the ground, and each extending a distance of some 200 yards, when crowded with their youthful occupants, presented a

singular and interesting spectacle. The aldermen and common-councillors occupied chairs in the front of the pavilion, immediately beneath the central arch, a small platform being erected before them for the convenience of the Mayor and town clerk, while presenting the address. Among the gentlemen present in the pavilion were the Bishop of Manchester, the Archdeacon of Manchester, Mr. W. Brown, M.P.; Mr. Brotherton, M.P.; the Rev. Canon Stowell, Colonel Clowes, &c.

Her Majesty left Worsley at ten o'clock precisely. The Royal *cortege* consisted of five carriages and four, and was preceded by the High Sheriff, Mr. J. Perceval Heywood, in his state-chariot, drawn by four greys. Her Majesty and the Prince Consort, with the Prince of Wales and the Princess Royal, rode in the first carriage. The Duke of Norfolk, the Earl Grey, and the Esquires in attendance—Colonel Phipps and Colonel Gordon—occupied the next carriage. The Marquis of Westminster, the Viscount Canning, and the Hon. Miss Byng, rode in the third carriage. The fourth was occupied by the Countess of Ellesmere, who was accompanied by the Duke of Wellington, Captain the Hon. Frank Egerton, and the Lady Alice Egerton. The Earl of Ellesmere, Viscount Brackley, the Hon. Algernon Egerton, and the Lady Blanche Egerton, rode in the last carriage.

After passing through Worsley village, where, in addition to Lord Ellesmere's dependants, her Majesty was welcomed by a very large body of well-attired artisans from Messrs. Crompton's Preston Lee new mills, the *cortege* proceeded at a moderately rapid speed towards Salford. At Irlam-o'-the-Heights, Messrs. Crompton's employees from Farmworth paper-mills were assembled, to the number of about 1500. These fine fellows gave her Majesty a most hearty reception. Proceeding onwards, the outlying suburb of Pendleton was first reached. Here the people were out in great masses, and the wonderful district into which her Majesty was about to enter became at once apparent. The progress from Pendleton to the triumphal arch at the entrance of Salford was marked by every possible indication of loyalty which the assembled crowds could evince. At the latter point, the Mayor of Salford, Mr. Thomas Agnew, was in attendance; and as soon as the Queen had passed under the arch, the Royal carriage was brought to a stand, while the Earl Grey introduced the chief magistrate to the Queen. Mr. Agnew re-entered his carriage, and fell into the procession immediately before her Majesty's carriage. The Royal *cortege* then proceeded through Salford, in the direction of the Peel Park, under escort of a troop of the 16th Lancers.

At eleven o'clock the loud cheers of the people outside the park announced the approach of her Majesty, whose carriage was presently seen descending the somewhat steep drive running parallel with the river Irwell. The children of the Cheetham College were stationed at the entrance to the park; and the juvenile brass band, formed from the scholars, played the National Anthem as the Queen passed.

The Royal *cortege* moved slowly through the park towards the pavilion, which it entered at ten minutes after eleven, amid the mingled cheers of the juvenile and adult population. Immediately on the arrival of her Majesty the company rose and made obeisance to the Queen. The Mayor of Salford, attended by the town clerk (Mr. Gibson), now approached the Royal carriage, and the latter gentleman read to her Majesty the following loyal address:—

#### TO THE QUEEN'S MOST EXCELLENT MAJESTY.

Most gracious Sovereign—We, your Majesty's most dutiful and loyal subjects, the Mayor, Aldermen, and burgesses of the borough of Salford, humbly avail ourselves of the auspicious occasion of your Majesty's gracious visit to this locality to tender to your Majesty the tribute of our respectful homage, and to express the loyal gratification we experience in being enabled to welcome your Majesty within the precincts of this your Majesty's ancient manor of Salford.

The deep and lively interest your Majesty has ever taken in those measures of public policy which conduce to the physical and moral improvement of the people, combined with the exemplary virtues by which your Majesty is so pre-eminently distinguished, as well in the private relations of domestic life as in the higher walks of your exalted station, have justly endeared your Majesty to all classes of your dutiful and affectionate subjects; and we ardently cherish the hope that the large and increasing population of this great manufacturing district, under your Majesty's benign sway, may be so educated and trained up in habits of industry and usefulness, that they may rightly fulfil their various duties to society, and be alike distinguished for their regard for social order, their attachment to the principles of religion and of constitutional loyalty.

In conclusion, we trust that your Majesty will be graciously pleased to accept the expression of our humble but earnest desire for the health and happiness of yourself, your Royal Consort, and family; and we fervently and devoutly pray, that, under the gracious Providence of Almighty God, your Majesty may be long preserved to us as the guardian of the religious and civil rights and liberties of your subjects, and the Sovereign of a free, prosperous, and happy people.

The address was then presented by the Mayor to her Majesty, who handed the document to the Earl Grey.

Her Majesty, in reply, expressed her high gratification at receiving the address of the inhabitants of the borough of Salford, and the great pleasure it afforded her of seeing the attention that was paid to the education of the rising generation in the district, as evidenced in the novel and interesting scene before her.

The following address, which was not read, was then presented to Prince Albert:—

#### TO HIS ROYAL HIGHNESS THE PRINCE ALBERT.

May it please your Royal Highness.—We, the Mayor, Aldermen, and Burgesses of the borough of Salford, desire to greet your Royal Highness with a cordial welcome on the occasion of this most gracious visit of her Majesty and your Royal Highness to this borough.

We joyfully avail ourselves of the opportunity thus afforded of expressing to your Royal Highness our unfeigned esteem and regard for your personal character, and the high sense we entertain of the exemplary manner in which you have discharged the duties of your exalted station in every relation of life; qualities which have obtained for your Royal Highness the sincere respect and attachment of all classes of her Majesty's subjects.

The deep interest your Royal Highness has taken in the promotion of the manufacturing and commercial industry, and the improvement of the physical, social, and moral condition of the people, is a proof of your princely regard for the interests of this great empire. But the philanthropic labours of your Royal Highness have not been confined to the promotion of the welfare and happiness of the country of your adoption alone; for it is universally acknowledged that the complete success which has attended the Exhibition of the Industry of All Nations is mainly attributable to the enlightened views and benevolent exertions of your Royal Highness, and history will hand down your name to posterity as one of the greatest benefactors of the human race, and as a practical teacher of the arts of peace to the nations of the world.

In conclusion, we devoutly pray that a life so necessary to the happiness of our beloved Queen, so valuable as an example to our future Monarch, and so essential to the best interests of the country, may long be spared to us, and that your Royal Highness may, during her Majesty's prosperous and happy reign, see the principles you have inculcated generally embraced, and the benefits you have conferred enjoyed by a free, contented, and united people.

A catalogue of the Salford Public Library (of which her Majesty and Prince Albert are patrons), very handsomely bound, was then presented to the Queen, who received it most graciously.

The Mayor, having had the honour of kissing hands, retired from the platform, and orders were given for the *cortege* to proceed. A loud and universal cheer immediately burst from the pavilion, which was taken up by the crowd in the park, and again by the school children in the galleries. Her Majesty, with a gracious smile, acknowledged the cordial and somewhat boisterous welcome of the spectators, and the Royal carriage moved off in its progress through the park, followed by the carriages containing the Earl of Ellesmere and the Duke of Wellington. As the Queen passed along the vast range of terrace-like seats on which the children were assembled, they commenced singing the National Anthem, the voices of upwards of 80,000 children producing a singularly pleasing and novel effect, and filling the air with infantine melody. As the Queen's carriage turned the corner to quit the avenue, the children could no longer restrain themselves to measured cadences, but burst into a loud and general cheer.

The Duke of Wellington, who was in an open carriage in her Majesty's train, was recognised by the people, and loudly and enthusiastically cheered. The great Captain, however, seemed to consider that all the honours of the day were intended for his Royal mistress, and leaned back in his carriage without appearing to suppose that any portion of the public salutations was intended for himself. The Earl of Ellesmere, who was also recognised, was generally cheered.

As soon as the Royal procession had passed out of the park, the immense multitude who were scattered over it rushed in a state of frantic excitement across the grounds, in order to gain the Salford High road and have another look at the Queen. Here began a great struggle between discipline and the masses, the sturdy old veterans at the gates and along the walls strenuously resisting with their crossed muskets all attempts on the part of the populace to follow the line of the procession, and after several ineffectual endeavours and partial successes, in the course of which some trifling damage was sustained on either side, discipline and military tact in the end prevailed, and the tide turned back.

Mr. Superintendent Hughes, and a body of picked men of the A division of Metropolitan Police, with Chief Constable Neal, of the Local Constabulary, had the direction of the police arrangements at Salford; and performed their duties most efficiently.

#### GREAT RECEPTION OF HER MAJESTY AT MANCHESTER.

The "Men of Manchester" have certainly earned for themselves the proud distinction of having given a more gorgeous and magnificent reception to their Sovereign than has ever before been accorded to her Majesty in any other portion of the empire. A long experience of Royal progresses during the present beneficent reign, fails to remind us of anything approaching in splendour the welcome which greeted the Queen on her entry into this busy hive of commercial industry on Friday last the 10th inst. For the previous fortnight the din of preparation had been sounded, and on Thursday, notwithstanding the unfavourable weather, the whole town was occupied with workmen, artificers, gas layers, decorators, and painters. Pavements were torn up, ladders erected in every street and turning; wagons, loaded with laurels, evergreens, and flowers, blocked up every avenue; and, as the afternoon cleared up, the factories and warehouses poured out their vast numbers, who thronged the streets to gaze upon the illuminations and decorations, of which "rehearsals" were going on in every quarter of the town. The contrast between the towns of Liverpool and Manchester, in other respects, was carried out with regard to the preparations for the reception of her Majesty. The former evidently relied upon the substantial attractions of its commerce, its docks, and its shipping; while Manchester appeared resolved, that, so far as external decorations and outward show went, they would leave their neighbour and rival immeasurably in the rear. Indeed, we have heard that one member of the Manchester corporation declared that for every thousand pounds spent in decorations in Liverpool, Manchester would spend ten thousand; and the total cost incurred on the present occasion has been variously estimated at from £100,000 to £150,000. Certainly the display throughout the entire line of her Majesty's route, through the boroughs of Salford and Manchester, extending a distance of upwards of four miles, exhibited an unexampled and gorgeous display of flags, banners, wreaths of flowers, evergreens, laurels, triumphal arches, emblematical devices, transparencies, and inscriptions, far exceeding anything before witnessed. The day might fairly be said to be unprecedented in the history of Manchester. It was understood that all business would be suspended, in order to add to the other minor attractions of the spectacle the imposing sight of some 600,000 or 800,000 of the teeming population assembled to do honour to their beloved Sovereign, and to greet her with their cordial and hearty shouts of welcome; and the intentions in this respect appears to have been carried out to the fullest extent.

After leaving Peel Park, her Majesty proceeded through the main thoroughfare of Salford, amid the enthusiastic acclamations of the populace, who thronged the streets in all directions. The front of almost every respectable building was dressed with banners or wreaths of flowers, or some fancy device, and the windows were crowded with well-dressed spectators. At the entrance of Manchester, upon Victoria-Bridge, a very handsome and lofty structure, about 60 feet high and 45 feet in depth, consisting of a large central and two side arches, had been erected. In the architraves were the Royal arms in relief, the spandrels being filled with interwoven roses, thistles, and shamrocks; the whole being profusely decorated with flags, flowers, &c., and having a very novel and striking effect.

The Mayor and corporation of the borough proceeded to the Victoria-Bridge at half-past eleven o'clock, and here awaited the arrival of her Majesty. The ground immediately round the corporation was kept by a troop of Lancers.

The streets and all the points within view of the Royal approach were densely crowded with spectators, and some fears were naturally at first entertained that the crowd would become unruly in its excitement even before her Majesty arrived. The result proved most satisfactorily the wisdom of the corporate bodies in not erecting barricades along the progress of her Majesty's route, as had been done at Liverpool. The Mayor and the officers under his command (among whom Captain Willis, the chief of the police, and Mr. Heron, the town-clerk, deserve especial notice) rightly conceived that the loyalty of the people, and the earnest desire on the part of all classes to contribute to her Majesty's enjoyment, would be an all-sufficient safeguard against any anticipated inconvenience from an excessive crowding of the streets. They have now the satisfaction of reflecting that a day unexampled in the history of nations—ay, of the world—passed off almost without accident, and in a manner calculated to give the Sovereign renewed confidence in the love and devotion of the people.

The approach of her Majesty was announced precisely at a quarter to twelve o'clock.

On entering the borough, the Queen's carriage halted while Earl Grey presented the chief magistrate to her Majesty. Her Majesty bowed very graciously in return to the Mayor's salutation, and condescended to accept from his Worship's hand a bouquet of rare beauty, with which pleasant instance of thoughtful devotion the Queen appeared much pleased.

The Mayor now entered his carriage (a splendid chariot drawn by four greys), and preceded the Royal *cortege* past the Exchange into Market-street.

The route taken by her Majesty was along Market-street (one of the largest and most bustling of the streets of the town), through High street, Shude-hill, Holdhaim-street, Piccadilly, Moseley-street, Dean's-gate, and St. Anne's-square, back to the Exchange, embracing in a circle the principal parts of the town, and nearly all the public buildings and objects of interest. It is needless to say that all along this lengthened route the streets, windows, and balconies were filled with a densely-wedged mass, affording her Majesty a striking evidence of the vast numbers employed in the mills, warehouses, and factories of this great manufacturing district. Triumphal arches of surprising dimensions, in high order of architectural beauty, and profusely decorated, each after its own style, were visible at every turn of the Royal progress. One of the most gigantic of the embellishments undertaken by the inhabitants of the town was the converting of the large pond opposite the Ladymore into a really ornamental sheet of water. The pond was thoroughly cleaned out, and three series of fountains formed equidistant from each other. The largest was in the centre, consisting of a jet seven inches in diameter, capable of throwing up a column of water fifty feet high. This jet was flanked by two smaller ones, each about two inches and a half in diameter, and the effect of the three combined, when in full play, was exceedingly beautiful.

#### PRESENTATION OF ADDRESSES IN THE EXCHANGE.

At a quarter-past twelve, the members of the Manchester corporation arrived from Victoria-bridge, and arranged themselves on either side of the hall, to await the arrival of her Majesty. All but two of the sixty-six corporate officers wore handsome new robes, made especially for the occasion. The exceptions to this rule were, Mr. Abel Heywood, a Manchester bookseller, and a Mr. W. Clark, who, it was said, represented the pure democracy of the district. The Mayor of Salford and the members of the corporation of that borough now arrived in hot haste from the Peel-park. At half-past twelve, a buzz of the Royal approach was spread, and Mr. Heron, the town-clerk, in a few well-expressed words, asked the company to receive her Majesty as usual on similar occasions, with respectful silence. He invited all present to join in singing the National Anthem as her Majesty advanced to the throne, and said, he had no desire to restrain even the sweet voices of the ladies, as her Majesty left the Exchange; but it was considered etiquette, he believed, to receive the Queen without applause, and that must be his apology for mentioning the circumstance. A few cheers of approval expressed the assent of all present.

The Duke of Wellington now entered the Exchange, with the Countess of Ellesmere leaning upon his arm. The rest of the Worsley party followed, and were accommodated with seats near the throne.

The Queen entered the Exchange precisely at twenty minutes to one

evidently with considerable interest, the interior of the building, which presented, at this instant, a magnificent scene.

The Mayor having been introduced to her Majesty by Earl Grey, now advanced, and presented the loyal address of the inhabitants of the borough, which was read by the Recorder (Mr. Armstrong, M.P., Q.C.), as follows:—

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

May it please your Majesty,—We, your Majesty's loyal and faithful subjects, the Mayor, Aldermen, and burgesses of the borough of Manchester, humbly approach your Majesty, to offer, as the representatives of the inhabitants at large, the homage of an ardent and devoted attachment to your Majesty's person and Government, and the assurance that we hail with feelings of heartfelt and grateful delight the august presence among us, in this your Majesty's ancient county palatine, of your Majesty, your Royal Consort, and children.

The sentiments which the public visit of a Sovereign is in itself calculated to inspire are greatly enhanced and strengthened, when, as on this auspicious occasion, the honourable distinction is conferred, for the first time in the course of centuries, by the gracious condescension of not only a Sovereign, but a Queen, who is not only entitled to the reverence which belongs to illustrious station and to the possession of constitutional authority, but who has also, in the highest degree, those endearing claims which arise from the constant and exemplary, though unostentatious practice of every private virtue.

While we have the happiness thus to recognise the great moral influence which the example of your Majesty exercises over your people in all the social relations of life, it is also our gratifying duty to acknowledge the blessings which, under divine Providence, have attended the public policy, that, with your Majesty's willing sanction and approval, has been steadily pursued during the whole of your Majesty's benevolent reign.

The effect of that policy, based on the full and enlightened recognition of a wisely-regulated freedom, is strikingly manifest in the generally flourishing condition of the realm, and in the increased content and happiness of your Majesty's people. We believe that our country now enjoys more abundant elements of social welfare and of national prosperity and strength than at any former epoch of its history; demonstrating that the free institutions under which we live, and the free commercial policy, which, under your Majesty's wise and benign auspices, has been recently consolidated in your Majesty's dominions, are the surest means of promoting and the firmest foundations on which can rest the progressive happiness, peace, and prosperity of nations.

That your Majesty may long live to witness the continued moral improvement and wellbeing of your people, and actively to aid in accomplishing this great object of your Majesty's benevolent sympathy and care, and that your Majesty and all most dear to you may be rewarded by every blessing of life, is the fervent hope and prayer of these of your Majesty's grateful subjects who have now the honour to address you.

Given under the common seal of the corporation, this 10th day of October, 1851.

The address, which was very beautifully mounted, having been presented to the Queen, her Majesty handed it to the Secretary of State, from whom she received the following gracious reply, which her Majesty read most clearly and emphatically as follows:—

Mr. Mayor and Gentlemen,—I have much pleasure in receiving the address you have presented to me, and I thank you for the warm loyalty and attachment it expresses.

I rejoice to have been enabled to visit your borough—the capital of one of the most important branches of industry carried on in my dominions; and I have derived the highest satisfaction from the favourable account you are enabled to give me of the condition of my people, with which, in this large and manufacturing district, you must be intimately acquainted.

I feel deeply grateful to Providence for the prosperity you describe, and earnestly solicitous for the continuance of the blessings we enjoy.

The following address to Prince Albert was handed to his Royal Highness, but, according to the usual course, was not read:—

TO HIS ROYAL HIGHNESS PRINCE ALBERT.

May it please your Royal Highness,—We, the Mayor, Aldermen, and burgesses of the borough of Manchester, rejoice in the opportunity afforded us by the visit of your Royal Highness to give expression to the feelings of regard which we entertain for your Royal Highness as the consort of our beloved Queen, and of our admiration of the many excellencies by which you have been distinguished during your residence in this country.

In the person of your Royal Highness we recognize the descendant of a family renowned in the annals of Europe for having extended the liberties and civilisation of mankind, by promoting the advancement of art and science, and by steadfastly maintaining, amidst the struggles of conflicting parties, the sacred rights of mental freedom and conscience.

These virtues, congenial to the spirit and feelings of the British people, and which have impressed an enduring fame on the memory of your ancestors, have been worthily enlisted by your Royal Highness—not, indeed, as with them, amid civil strife and warfare, but in accordance with the happily-altered circumstances of society.

On many of the important subjects that now deeply interest the public mind your Royal Highness has displayed an earnest and benevolent solicitude to remove existing evil and suffering, and, by the general encouragement of industry and genius, to increase the legitimate demand for employment; and, as a consequence, most satisfactorily to secure a lasting and progressive improvement in the condition of the people.

To advance these and kindred purposes of high social value, your Royal Highness proposed that vast design of which the perfect and triumphant development has been realised in the Exhibition of the Industry of all Nations. That this country and the world at large may derive the benefits contemplated by your Royal Highness, as the result of that glorious experiment in our sanguine hope and confident expectation; and we now most respectfully tender to your Royal Highness our congratulations on its magnificent success.

That your Royal Highness and our beloved Queen may long live in the mutual enjoyment of every happiness, a blessing to each other, to your children, and the nation, is our sincere and affectionate prayer.

Given under the common seal of our corporation, this 10th day of October, 1851.

The Mayor, and the mover and seconder of the address (Mr. Alderman Neeld, and Mr. Alderman Shuttleworth), had now the honour of kissing her Majesty's hand.

The Queen then communicated her command to Lord Grey, and the Mayor again approached and knelt at the foot of the throne. Her Majesty having received from Colonel Gordon his sword, then placed it across the shoulders of the worthy chief magistrate, and commanded him to rise, "Sir John Potter."

This closed the public ceremonial in the hall of the Exchange, and the Queen proceeded down the centre passage to the retiring-rooms, at the Market-street end of the building. Immediately all present rose, and while the organ pealed out its loudest notes, the company burst into a simultaneous and enthusiastic cheer, enough to shake the very roof of the building. This was repeated with renewed vigour no less than nine times, during which the Queen and her suite reached the private reception-rooms, where a splendid luncheon had been prepared.

The Earl of Ellesmere was also loudly cheered on leaving the hall.

At five minutes to one o'clock the Queen left the Exchange. Some difficulty and delay was experienced in bringing her Majesty's carriage to the front, in consequence of the dense mass of people blocking up the entire area in front of the Exchange. It was at length found necessary to order up a troop of the 16th Lancers, and the horses having been wheeled in line two or three times, the crowd was swept back into the adjoining streets and lanes, and the carriages drew up safely at the entrance.

Among the gentlemen in the Exchange during this ceremony, we observed the Earl Granville, the Earl of Carlisle, Lord de Tabley, the Bishop of Manchester, the Dean and Archdeacon of Manchester, Sir B. Heywood, Mr. A. Henry, M.P., Mr. Kershaw, M.P., Mr. Bright, M.P., Mr. Hindley, M.P., Mr. Heywood, M.P., Mr. Heald, M.P., Mr. W. Brown, M.P., Mr. Brotherton, M.P., Mr. E. Tootal, and Mr. W. Patten, M.P. Her Majesty was attended to the boundaries of the borough by the Mayor. The Royal party proceeded through St. Anne's-square, and along St. Anne's-street, and Dean's-gate, to the Albert-bridge, upon which a very beautiful triumphal arch had been erected. At this point her Majesty was met by the Mayor of Salford, who conducted the Royal party to the confines of that borough at Windsor-bridge, whence the Bolton troop of the Lancashire Yeomanry Cavalry, under Captain Langshaw, formed the Royal escort to Worsley.

After the departure of her Majesty, the inhabitants of Manchester gave themselves up to enjoyment. Before the evening closed, all the principal warehouses and shops, and every private house in the principal streets, presented a perfect blaze of illumination. Those of the population who had been filling the windows of every house during the day, now turned out, and thousands poured in from Stockport and the surrounding districts. The illuminations were very beautiful, many of them far exceeding any ever produced in the metropolis. All the more frequented thoroughfares were impassable for some hours, and the streets remained densely crowded until after midnight. The police exerted themselves in a very praiseworthy manner in order to prevent accident, but unfortunately two or three fatal casualties occurred.

RETURN OF HER MAJESTY TO WORSLEY HALL.

The extraordinary scenes through which the Queen had passed during the morning occasioned her Majesty very little fatigue. After partaking of luncheon, the Queen and the Prince Consort, accompanied by nearly all the guests staying at the mansion, proceeded on foot to Worsley Church. The Royal party walked through the grounds to the lodge gate, and across the turnpike road into the churchyard. A double line of constables was formed from the lodge gate to the church porch, behind which the villagers extended in every direction. On her Majesty's

approach the cheering was most enthusiastic. The Queen was received at the church door by the Rev. St. Vincent Beechey, the incumbent (a son of the late Sir William Beechey). Her Majesty proceeded down the principal aisle, and appeared much pleased with the architecture of the church, and its rich stained glass windows. Her Majesty left by the west door, and, preceded by the incumbent, passed through the parsonage garden into the private walks of the Earl of Ellesmere, and from thence to Lady Brackley's poultry-yard, and through the beautiful woods to the dispensary at Kempnough, returning by Worsley Old Hall, where her Majesty was received by Mrs. George Loch. The Royal party returned to the mansion about six o'clock.

The dinner circle on Friday night included the Earl and Countess of Cathcart, the Bishop of Manchester, the Mayor of Manchester, the Mayor of Salford, and a few other additions to the party in the mansion. After dinner, the Countess of Ellesmere received about one hundred of the leading clergy and other inhabitants of the district.

In the course of the evening her Majesty received from the Bishop of Manchester a loyal address from the Bishop and clergy of the diocese, of which the following is a copy:—

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

We, your Majesty's most dutiful, loyal, and devoted subjects, the bishop and clergy of the diocese of Manchester, humbly request permission to tender with profoundest respect the assurance of our sincere and earnest attachment to your Majesty, accompanied with our expression of heartfelt gratitude to the Author of all Good for the happy dispositions and distinguished virtues with which, in his mercy to us, He hath graciously been pleased to endow our beloved Sovereign.

As the clergy of a large and populous diocese, erected by your Majesty's Royal favour into a separate see, we shall ever feel it our bounden duty, as well as our solemn privilege, to seek, through Divine assistance, to carry out the objects of the high commission with which we are entrusted, by inculcating, as much as in us lies, the Scriptural tenets of our branch of Christ's Holy Church; maintaining in their full integrity and purity the great principles of Protestant faith, yet recognising the right to liberty of conscience, as regards themselves, in such as may differ from us in religious opinion.

The education of the young in sound and useful knowledge, ever accompanied with a careful training in the great principles of the Gospel, and a constant recognition of Divine Providence as set forth in Holy Scripture, will, in addition to our other duties, be the subject of our special and anxious care; and we hope confidently, in the pursuance of this great object, for your Majesty's most gracious protection and encouragement.

We most gratefully had the Royal visit with which your Majesty has graciously honoured Manchester, in the full conviction that, while the bright and endearing example of the domestic virtues so uniformly exhibited by your Majesty and your Royal Consort, cannot but have won the admiration and affection of all classes of the community, this evidence so graciously vouchsafed, that the gratification and well-being even of the meanest subject is an object of consideration with your Majesty, cannot fail to enhance, under a benevolent and happy reign, their reverence, esteem, and gratitude.

That the Almighty may long continue (amid the prayers and blessings of a grateful people) to shower upon your Majesty, your Royal Consort, and your Royal children, a rich and ample measure of prosperity here, to become the earnest of an unfading diadem hereafter, is our humble, fervent, and unmitigated prayer and intercession.

During Friday, the following address from the Dean and Canons of Manchester was presented to her Majesty, through Earl Grey:—

May it please your Majesty we, your Majesty's most dutiful and loyal subjects, the Dean and Canons of Christ College, Manchester, founded by King Charles, beg leave, on behalf of ourselves and the other members of our college, to approach your Majesty with feelings of profound respect and devoted attachment upon the occasion of her Majesty's public visit to Manchester.

As objects of favour on the part of his Majesty King Charles I., under whose charter we now act, we feel it to be our duty upon all occasions to express gratitude for the privileges conferred upon us by the Crown, and to assure your Majesty especially of our desire to discharge faithfully the solemn obligations laid upon us, and to testify, by every means in our power, loyalty to one Sovereign, adherence to the United Church of England and Ireland, of which your Majesty is the legal head, and never-failing zeal in promoting those objects for which the Church exists, which we conceive to be universal extension of Christ's holy Gospel, speaking the truth in love, and the preservation of peace and order amongst all classes of society. And we cannot but believe that the visit with which your Majesty is graciously pleased to honour these districts is eminently calculated to aid both ourselves and all other ministers of religion in the work in which we are engaged, by leading men of all ranks to consider the nature and excellence of that form of government under which we live, to perceive the benefits arising from your Majesty's careful regard for the rights and liberties of your subjects, and to appreciate justly and gratefully the desire which is at all times shown to your Majesty for the welfare and happiness of your people.

We earnestly entreat your Majesty to accept this humble memorial of our respect and thankfulness for the many benefits we enjoy under your Majesty's protection; and we pray sincerely that it may please the Almighty ruler of the universe to send down blessings continually upon your Majesty, his Royal Highness the Prince Albert, and all other members of your Royal family.

Given under seal of the Chapter, this 9th day of October, 1851.

Signed, by desire, on behalf of the Chapter.

G. H. BOWES, D.D., Dean.

Mr. Staite, the patentee of the electric light, was in attendance during the evening, and threw a bright moon into the shade by his effective illumination of the atmosphere.

THE PRINCE CONSORT'S VISIT TO BARROW-BRIDGE MILLS.

On Saturday morning, at seven o'clock, his Royal Highness Prince Albert, attended by Colonel Gordon and Sir James Clark, and accompanied by Captain the Hon. F. Egerton, left Worsley in a barouche and four, with outriders, to visit the extensive cotton-mills of Messrs. Gardner and Bazeley, at Barrow-bridge, near Bolton. His Royal Highness arrived at Bolton half an hour before the time announced, and his passage through the town was consequently witnessed by a comparatively small number of the inhabitants, who were only just beginning to assemble on the line of road. Flags and banners fluttered from the windows of most of the houses in the streets through which the Prince passed, and similar symbols of rejoicing were displayed in all the villages along the route from Worsley. His Royal Highness drove through Bradshaw-gate, Dean's-gate, Bridge-street, and St. George's-road, and proceeded by the old Chorley-road to the Dean-mills, which are three miles from Bolton. The Dean-mills consist of two massive stone buildings, of great extent, and five stories in height; and between them there is a lower edifice which contains a large room, fitted with benches, lighted with gas, and warmed by steam, where the workpeople have the means of shelter if they arrive before the mills are open, and where a liberal supply of newspapers and periodicals is provided for their amusement and instruction. Upwards of 1000 hands are employed in the mills, and steam-engines giving 350 horses' power are available.

The Prince Consort was received by Messrs. Gardner and Bazeley (the latter of whom, it will be remembered, is one of the Royal Commissioners of the Great Exhibition.) His Royal Highness was, in the first instance, conducted by Mr. Bazeley to the cottages provided for the operatives employed in the mills. The Prince entered and inspected two of these cottages (which are built of stone), and expressed his satisfaction at the accommodation they afforded, and at the air of comfort which pervaded them. His Royal Highness next visited the schools maintained by Mr. Bazeley, chiefly, though not exclusively, for the young persons employed in his establishment. The school-rooms are three in number, good sized, well lighted, and thoroughly warmed and ventilated, for boys, girls, and infants; and the schools are conducted by a master, two mistresses, and three monitors. The advantage of attending these schools (as we have intimated) is not confined to the young persons employed by Mr. Bazeley. The children who work in the mill attend school only three hours a day, and to them a charge of 3d. a week is made, but the schools are open to any children on payment of 3d. a week. The Prince made some inquiries as to the nature of the instruction imparted, and examined the copy-books of some of the female children, who were engaged in writing at the time of his visit. The average daily attendance is 86 boys and 112 girls, most of whom work in the mill; and 70 younger children receive instruction in the infant-school. An evening school for the elder boys and young men has also been established by the firm, and the average attendance is about 80. A large apartment, with galleries capable of affording accommodation to 1600 persons, extends over the school-rooms, and is used for lectures, tea parties, &c. At the time of the Prince's visit, this room was prepared for a tea party of the operatives, which took place in the evening; and among the decorations was introduced a large and handsome banner, with the inscription, "Welcome to Prince Albert." His Royal Highness appeared to be much gratified at the provision made by the proprietors of the mills for the instruction and amusement of those whom they employ.

While Prince Albert was inspecting this part of the establishment, a numerous body of ladies and gentlemen had gathered in the open space in front of the mills to pay their respects to his Royal Highness. The Prince, in passing from the school department of the mills, acknowledged the greetings of this assembly with much courtesy. Among the gentlemen present were the Bishop of Manchester; Mr. J. Heywood, M.P.; Mr. Bright, M.P.; Mr. Brotherton, M.P.; Mr. E. Tootal, M.P.; Sir John Potter (Mayor of Manchester), Sir Elkanah Arnside (the Mayor of Bolton), Mr. Leonard Horner (Factory Inspector for the district), numerous gentlemen connected with manufactures, several clergymen, and many county and borough magistrates.

His Royal Highness was then conducted by Messrs. Gardner and Bazeley to the extensive spinning-mills, and inspected in their regular order the consecutive processes of the cotton manufacture, from the entrance of the raw cotton into the opening and scutching machine to its conversion into the finest yarn. As a proof of the extent of the works, we may mention that in one of the rooms through which his Royal Highness passed there are no less than 22,000 spindles, and that the total number of spindles in the doubling mill is 70,000. The Prince visited the doubling mills, steam-engine and boiler-house, and the co-operative provision store in connexion with the mill, which is managed by a committee of the workmen. At the conclusion of his inspection, in which he was attended only by Messrs. Gardner and Bazeley and his suite, the Prince expressed his admiration at the arrangements of the establishment, and the gratification he had derived from his visit.

His Royal Highness left the mills at ten o'clock, and drove off to Worsley Hall to join her Majesty. A brass band, consisting of workmen employed in the mills, struck up the National Anthem on the Prince's departure, and he was most loudly and heartily cheered by the assembled crowd.

PRESENTATION OF THE WORSLEY ADDRESS TO HER MAJESTY.

At eight o'clock on Saturday morning a deputation of the workmen's singing classes, from Manchester, under the direction of Mr. R. Weston, arrived at the Hall to perform a matinale under her Majesty's window. The Queen was already astir, and desired that the singers should chant their serenade within the mansion, which they did, acquitting themselves greatly to the satisfaction of her Majesty.

A very interesting incident took place during the absence of the Prince Consort at Bolton. Her Majesty having kindly condescended to receive an address from the clergy, teachers, and children connected with the schools upon the Earl of Ellesmere's Estate, in accordance with a pre-arranged plan, the scholars began to arrive in the park at an early hour. By half past nine o'clock the schools had all marched into the ground, preceded by the Worsley juvenile band of fifes and drums. Each school was headed by the clergyman of the district, and attended by its respective teachers. The children were arranged upon the lawn in front of the hall, in 14 rows of about 100 each, with their flags and little banners of red and white, and blue and white. In the rear the mothers of the children were admitted on to the grass slopes, above whom, on the upper slopes, were the neighbouring clergy, with their wives and other privileged spectators.

Several troops of the Duke of Lancaster's Yeomanry Cavalry were drawn up beneath the slopes and in the rear of the children; and the weather being fortunately fine, the ensemble was remarkably brilliant and interesting.

Soon after 10 o'clock the Queen appeared in the porch of the Hall, accompanied by the Prince of Wales, the Princess Royal, the Princess Alice, and Prince Alfred. Among the group of distinguished individuals who surrounded her Majesty were the Earl and Countess of Ellesmere, the Marquis and Marchioness of Westminster, the Earl and Countess of Derby, the Earl and Countess of Sefton, the Earl and Countess of Wilton, the Ladies Alice and Blanche Egerton, Earl Grey, the Duke and Duchess of Norfolk, Lord and Lady Brackley, the Hon. Colonel Phipps, &c. The Earl of Derby looked pale and unwell, and seemed to be still suffering from the effects of his recent illness. A large party from Lord Wilton's seat, Leaton Hall, arrived in time to witness the presentation. These included the Lady Adeliza Fitzalan Howard, the Lady Octavia Grosvenor, the Ladies Grey Egerton, &c. The Duke of Wellington, amid the excitement just then prevailing, left the hall for London almost unobserved. As soon as her Majesty appeared at the entrance, the Rev. St. Vincent Beechey advanced, and handed to her Majesty the address. The Rev. gentleman said:—"May it please your Majesty, I have the honour to present to your Majesty the address of the clergy, teachers, and schools, of the Sunday and other schools of the three districts of Worsley, Walkden, and Ellenbrook."

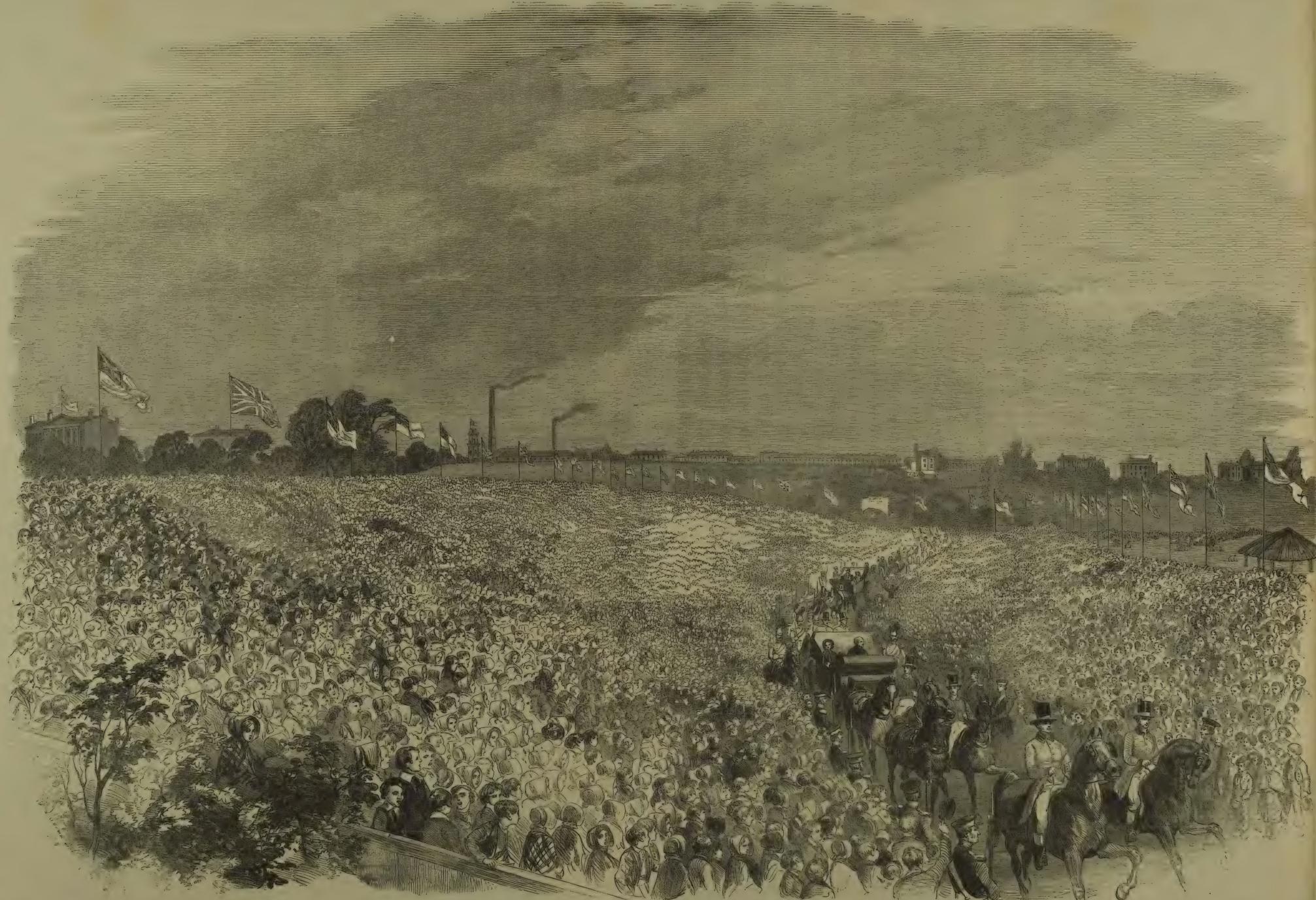
Her Majesty was graciously pleased to reply, "It is very delightful to see so many scholars together under instruction."

The clergy then retired, and the children sang the National Anthem exceedingly well; and in the midst of three times three hearty cheers from the scholars and visitors, the Queen retired, and the schools were marched to the landing-place to witness the Royal embarkation.

The address above alluded to explains, in very simple yet expressive language, the happy connexion subsisting between Lord Ellesmere and his numerous dependants, and for that reason a copy is appended:—

May it please your Majesty,—The clergy, teachers, and scholars in connexion with the Sunday and weekly schools of Worsley, Walkden, and Ellenbrook, approach your Majesty, on this auspicious occasion, with the sincere expression of their devoted loyalty and attachment to your Majesty, his Royal Highness Prince Albert, and your August family.

The visit of your Majesty to our munificent patron most powerfully demands such an expression of our sentiments; for in no portion of these realms has the epoch of your Majesty's accession been connected with greater cause



THE CHILDREN OF THE MANCHESTER AND Salford SCHOOLS SINGING THE NATIONAL ANTHEM IN PEEL PARK, ON THE QUEEN'S ARRIVAL.

lowed by Prince Albert leading the Countess of Ellesmere, the Royal children, and suite. Her Majesty was received on the platform of the railway station by Lieutenant-General Earl Cathcart, K.C.B., commanding the northern district, and his staff, including Lieutenant-Colonel Yorke, Lieutenant-Colonel Barnard, and the Hon. A. M. Cathcart. Mr. G. C. Glyn, M.P., chairman of the North-Western Railway Company, with Captain Huish, the general manager, and several other officers of the company, were also in attendance.

Among the company on the platform were the Countess Cathcart, Lady Trafford, Mrs. Lee (the wife of the Bishop of Manchester), the Dean of Manchester, Sir J. Potter (Mayor of Manchester), and the Rev. W. Marsden, vicar of Eccles. Her Majesty was received with every mark of enthusiastic affection. A guard of honour of the 28th Regiment, consisting of 100 men, under the command of Lieut.-Colonel Massister, with the regimental band, was stationed on the platform, and received her Majesty with the usual military honours.

The Queen, Prince Albert, the Prince of Wales, and the Princess Royal immediately entered the state carriage, Prince Alfred and the Princess Alice being placed under the charge of the ladies of the Royal suite (Viscountess Canning and the Hon. Miss Byng) in another carriage. The train consisted of seven carriages—the state carriage, four first-class carriages for the Royal suite and servants, and two luggage vans. Among the passengers were Earl Grey, the Earl Granville, Sir James Clark, Mr. Glyn, M.P., and Captain Huish.

At twelve o'clock precisely, the Queen having taken leave of Lord and Lady Ellesmere, and the other noble and distinguished persons present, the train moved off at a rapid rate towards Manchester.

#### HER MAJESTY'S PROGRESS FROM LANCASHIRE TO WINDSOR CASTLE.

The train reached Manchester in about ten minutes, and passed round the town by the new line of the Warrington and South Junction Railway to the point where the Manchester and Birmingham is joined. Large masses of the inhabitants had turned out to see the Queen pass. The town was still decorated with flags, and had not put off its holiday attire; the air was clear, and the place looked well in the bright sunshine. From Manchester to Stockport, and for some miles beyond, the Royal route lay through an almost continuous district of mills, warehouses, and other vast manufacturing and trading establishments; and as it happened that this part of the journey took place during the dinner hour, when the working classes got their brief respite from toil, the whole population lined the railroad, and the Royal party travelled the first hour of their journey within hearing of ceaseless cheers. This lengthened ovation was perhaps a more genuine compliment to her Majesty, than the more formal demonstration of the preceding day. The chance of getting a glimpse of the Royal person as the train passed was very slight, and the object of the people was evidently to please her Majesty by parting shots of affectionate farewell. The lengthened panorama thus presented must have been very gratifying to her Majesty; and even without attaching to it a meaning, the picture would have been striking for its groupings. At Stockport the sight was a wonderful one. The scene was observed by the royal party from the magnificent viaduct which spans the town. Every roof of every building, walls, windows, pailings, carts, trucks, and every imaginable place, were crowded with men, women, and children. The train went over the viaduct very slowly, and thus every particular of this marvellous picture could be thoroughly appreciated.

The Royal train reached Crewe at eight minutes after one o'clock. Here the workmen in the employ of the London and North-Western Railway Company, with their wives and families, were assembled to greet her Majesty, which they did right loyally. The Royal party remained here for a few moments to allow of a change of engine, the train henceforward to Rugby, being under the direction of Mr. Trevethick, the locomotive superintendent of the northern division of the London and North-Western Railway. From Crewe, the railway having an incline of fourteen miles, two engines were attached. At Whitmore the necessity for this assistance ceased, and the train ran merrily on to Stafford, where it arrived at seven minutes after two o'clock. Here the Mayor and corporation of the borough were upon the platform in their official robes. A large concourse of people had assembled at the station, and the Marquis of Anglesey, the Earl of Harrowby, Earl Talbot, and many of the neighbouring gentry were present. The Lord-Lieutenant, the Marquis of Anglesey, introduced the Mayor of Stafford to her Majesty, who was graciously pleased to touch the mace of the ancient and loyal borough of Stafford. Leaving Stafford, the train proceeded by the Trent Valley through Shugborough, the beautiful estate of the Earl of Lichfield, and over a district of great picturesque beauty for some miles. At Lichfield the hopes of a very large number of ladies who had assembled to see the Queen were grievously disappointed, the train running through the station without any perceptible slackening of the speed.

At Rugby, where the Royal train arrived at 20 minutes past 3, a great crowd were assembled, conspicuous among whom were the boys of the Rugby school, headed by their masters in their robes. While the train stopped to change engines, an attempt was made to present an address to her Majesty from the Rugby scholars, praying a week's holiday. Unfortunately, an informality in the document prevented its presentation.

Mr. McConnell, the locomotive superintendent of the southern division of the London and North-Western Railway, took charge of the engine at Rugby, and brought her Majesty on to Watford. The journey over this portion of the line was performed with admirable precision. A few minutes lost at Rugby would have been made up before reaching Watford, but for the partial failure of one of the feed pipes between Weedon and Wolverton, which rendered a change of engines, not contemplated, necessary at the latter place. As it was, the Royal train arrived at Watford at three minutes after five o'clock, without the occurrence of a single casualty; the whole journey of 175 miles, including stoppages, having been performed in five hours.

Her Majesty and the Prince Consort, on alighting from the Royal train, expressed to Mr. Glyn their high satisfaction at the manner in which the journey had been performed. The Prince Consort also conversed for some moments with Captain Huish.

Lord Robert Grosvenor, Lord Rokeby, and the Hon. Misses Montagu were among the nobility resident in the neighbourhood, who had assembled to meet her Majesty. Mr. Stewart, the Secretary of the London and North-Western Railway, was also in attendance.

The arrangements at the Watford station, at which point the Royal party left the railway and proceeded by road to Windsor, were very generally admired, the active and intelligent station-master at this place (Mr. Stubbs) having completed such preparations as were necessary for the comfort of the Royal party.

Her Majesty left the station at twenty minutes after five o'clock in one of the Royal carriages, and proceeded to Rickmansworth, under escort of a company of the 8th Hussars. Her Majesty arrived at this pretty village at a quarter to six. A triumphal arch (of which a sketch is given in another column) was erected by the inhabitants of this place in honour of her Majesty. From Rickmansworth, a company of the Uxbridge Yeomanry, under the command of Captain Cox, had the honour of forming the escort to Uxbridge, where her Majesty arrived at twenty minutes past six, and was received by a guard of honour of the Uxbridge Yeomanry, commanded by Captain De Burgh, the Commandant, the band of the corps playing the National Anthem. It being Uxbridge fair, the town presented a most animated appearance; and the hearty cheers which greeted her Majesty and the Prince on their arrival afforded a pleasant evidence of the loyalty of the agricultural population of Middlesex and Buckinghamshire. From Uxbridge, Captain De Burgh, with Lieut. Hammerley, and a relief party of the yeomanry, formed the Royal escort to Black Park, at which point they were relieved by the Royal Horse Guards, who accompanied her Majesty to Windsor Castle, where the Royal party arrived about half-past seven o'clock.

The following letter, expressive of her Majesty's entire satisfaction with the arrangements made for her reception on Friday week, was received by Sir John Potter on Saturday morning:—

Worsley, Oct. 10th, 1851.  
Sir,—I have much pleasure in acquainting you that I have received the Queen's command to express to you her Majesty's entire satisfaction with the arrangements made on the occasion of her visit this day to Manchester. Her Majesty was highly gratified by the proceedings of the day, and by the manner in which she was received.—I have the honour to be, sir, your very obedient servant,

Sir John Potter, Knight, Mayor of Manchester.

A similar communication was addressed to the Mayor of Salford, and also to the Mayors of Lancaster and Liverpool.

#### THE ILLUSTRATIONS.

##### LIVERPOOL.

###### ST. GEORGE'S HALL.

This, the most splendid architectural feature in Liverpool, will, when completed, be one of the finest public buildings in the kingdom. From its position, immediately opposite the Lime-street station of the London and North-Western Railway, its great extent and architectural beauty, it cannot fail to attract the attention of every visitor to Liverpool. The want of a large hall for concerts, public meetings, &c., and of suitable assize courts for this town, had long been felt; and after much consideration it was determined to erect two buildings for the required purposes contiguous to each other, upon a piece of ground presented to the town by the corporation. Upon this premiums were offered for the best designs of the intended structures, both of which were awarded to the late Mr. H. Lonsdale Elmes, there being seventy-five plans sent in for the hall, and eighty-six for the assize courts. As, according to the original plans adopted, one of the buildings would necessarily have interfered with the other, Mr. Elmes was called upon to remodel them, which he did by uniting them so as to form but one building. Mr. Elmes' new plan having been finally approved by the town council in May, 1841, the building was almost immediately commenced. The whole cost of the hall, when completed, will be about £200,000, which comes out of the corporation funds. Owing to the death of the architect, and other causes to which it is not necessary here to allude, the progress of the building towards completion was for some time suspended; but the works are now being rapidly proceeded with under the direction of Mr. Weightman, the surveyor of the corporation, assisted by Mr. W. H. Worley, who has himself designed several portions of the interior, the plans of which were in an unfinished state at the decease of Mr. Elmes. The building is of the Corinthian order of architecture, arranged throughout so as to produce a rich polystyle composition of more than usual variety and contrast. The eastern *façade* is no less than 425 feet in length, the columns being 45 feet high, and 4 feet 6 inches in diameter. The south front, owing to the great fall of the ground at the end of the site—nearly 16 feet—has the appearance of being raised upon a terrace, which gives it a noble and picturesque effect. This front chiefly consists of an octostyle, with a monoprostyle portico recessed within so as to give it a depth of 24 feet. The columns of this front are raised upon a stylobate 10 feet high, and continued along the other fronts; and the height from the ground line to the apex of the pediment is 95 feet. Notwithstanding the beauty of this front, it is only subordinate in the general design to the eastern *façade*, which clearly expresses the nature of the internal arrangements of the building. The advanced colonnade in the centre is 200 feet in length, and being recessed forms a sheltered promenade 26 feet deep. This corresponds with the extent of St. George's Hall, which stands between the two assize courts, and is externally defined by being carried up higher than the rest of the building. This division of the front contains fifteen intercolumns, and the one on either side five more. There are also square pillars placed here, between which an ornamental screen is carried up below, the upper parts of the shaft being insulated, and producing a very novel and pleasing contrast. The north front is composed of a projecting hemicycle, the architectural order being continued in attached columns. By this arrangement considerable variety is produced in the appearance of the building, the north-east view of which differs considerably from that of the south-east. The principal entrance will be at the south portico, the entablature of which is filled with emblematical sculpture. The entrance-hall at this end of the building is as yet unfinished; but, during the last week, in time to do honour to her Majesty's visit, a beautiful marble statue of the late George Stephenson, who may be fairly designated the father of the railway system, from which Liverpool has derived so much benefit, by Mr. John Gibson, has been placed within it. The entire length of the building, from north to south, including the steps leading to the southern portico, is about 500 feet. The extent of the interior may be judged of from the fact, that it comprises a concert-room capable of accommodating from 1200 to 1400 persons, two commodious assize courts, a sheriff's court, jury rooms, and several smaller apartments for public use, in addition to kitchens, and numerous rooms for officers and servants. The northern entrance leads to the Nisi Prius Court, and the southern entrance to the Crown Court, both courts being of the same extent, 60 feet by 50 feet, and 45 feet high. These rooms are beautifully proportioned, and have highly enriched arched panelled ceilings, supported by 22 columns of Aberdeen granite, with bronzed Corinthian capitals. These courts, which are lighted from above, are at present connected with the great hall by colonnades, which it is intended to fill in with glazed bronze gates, ornamented with heraldic designs. The courts are so nearly completed, that they are expected to be opened for business at the approaching winter assizes. St. George's Hall, which we have already stated, forms the centre of the building, in 175 feet long by 76 feet wide, and 75 feet high; and along the upper part of its sides it is extended by a series of recessed 13 feet deep, which appear to be obtained out of the thickness of the wall, whereas they are in reality derived from running over the corridor surrounding this part of the interior, and which both separate from and connects the Hall with the law courts. It is intended that the flooring of the Hall shall be of marble. The vaulted ceiling, of 63 feet span, is formed of perforated bricks; they not only being much lighter than the common bricks, but possessing great advantages in point of ventilation. These bricks are of the same description as those used in Prince Albert's model cottages, Hyde-park, and are the invention of Mr. Rawlinson, C.E. The weight of the ceiling if ordinary bricks had been used would have been 1000 tons, whereas it is now only 600 tons. The ceiling of this Hall is supported by 24 red granite pillars, 31 feet high, with bronzed Corinthian capitals, standing on a stylobate of granite 5 feet 6 inches high. The Hall is lighted on the west side laterally through the windows in the recesses, and on the opposite side by small domes, one of which is placed in each recess, in addition to two large semicircular windows, one at each end of the Hall. The concert-room, at the north end of the building, is semicircular in form, measuring 75 feet from east to west, and the same length from north to south. The Hall, during the assizes, will be open to the public as approaches to the courts; and, at other times, appropriated to public meetings, public dinners, or other purposes, as the council may decide.

###### THE LANDING STAGE, ST. GEORGE'S PIER.

This pier, which is a most gigantic work of art, was launched from the dock in which it was built on the 31st of May, 1847, and towed to its present moorings by seven steamers. The figure of the upper surface of the stage very nearly represents a ship's deck, with a bow at each end. The flooring consists of five-inch planks of the best pitch pine, the same as used in first-rate line of battle ships. These planks are secured together by compressed treenails, and are made tight by caulking. In order to prevent the lodgment of water, the surface is sloped gently towards the edge. The flooring rests upon a double tier of balks firmly strapped together, making the entire depth of the woodwork 3½ feet. Underneath, running transversely with this platform, are 39 iron pontoons, flat on the upper surface on which the timbers rest, and cylindrical on the lower, so as to offer the smallest amount of obstruction to the flow of the tide beneath. The length of the pontoons corresponds with the breadth of the flooring; except where the latter tapers off towards the ends, where they are 80 feet long by 10 in width, and 6 in depth. These pontoons are connected with the woodwork by iron straps, and they can be entered by man-holes from the deck, when necessary to be examined or repaired. The connexion between the stage and the pier is by means of two iron bridges, each weighing 80 tons, and being 17 feet in width by 150 feet long, the north bridge being used by carriages for descending, and the southern bridge for ascending from the stage. Accommodation is provided for pedestrians at both bridges, and confusion prevented by a separate footpath for the arrival and embarkation of passengers. The pontoons are always in deep water, so that steamers can come alongside at any state of the tide. The area of the deck is about 4500 square yards, or nearly an acre. The tonnage by carpenters' measurement is 16,000 tons; upon the centre area of the deck there is standing room for 40,000 persons. The draught of water is about 3 feet. A large Burmese bell, nearly a ton in weight, has lately been placed in the centre of the deck adjoining the shed, for the purpose of being rung in foggy weather as a signal of locality to the numerous steamers plying to and fro. The cost of the stage was upwards of £50,000, and the working of it amounts to £1500 per annum, irrespective of repairs. In addition to the other accommodations of the stage, a large shed was erected at the close of 1849, and opened to the public in January, 1850, to afford shelter whilst waiting for the steamers in bad weather. Commodious waiting and refreshment-rooms have also been established. In front of this shed, and high above it, a very extensive stand was erected upon this occasion, to enable about 2000 of her Majesty's liege subjects to view the embarkation, tickets for which were granted by the Corporation and Dock Committee. The whole of this stand was lavishly decorated with flags, and had a very pleasing effect. In order the better to accommodate the Royal party, the services of Mr. Benjamin Edgington, of Duke-street, Southwark, had been secured by the Dock Committee, for the decoration of the landing-place and its approaches. The floors of the bridges and the stage were covered with coir matting, and over the matting on the bridges crimson baize was laid. The bridges were canopied with an awning 163 feet in length and 10 feet in width, the exterior being of canvas, and the interior of scarlet and white drapery. Two circular tents, 36 feet in diameter, had been placed on the piers at the entrance to each bridge. They were surmounted by flag-staffs, &c. A smaller octagonal tent was placed on the landing-stage, immediately opposite the point of embarkation and debarkation. An awning was spread from the extremities of the bridge to the tent, beneath which the Queen was to pass. At the entrance to one bridge of the landing-stage was suspended the shield containing the Royal arms, with flags pendent from each side; and at the other bridge the shield of the Dock Committee, suitably accompanied, was placed. The Royal standard floated over each of the tents, and from the centre of the stage numerous other flags were appropriately distributed.

###### THE EMBARKATION.

The Queen and Prince Albert embarked from the landing-stage on board the *Fairy* about half-past eleven o'clock, followed by the Princess Royal and Prince of Wales, and Princess Alice and Prince Alfred, the Royal children walking hand in hand. These were immediately followed by the ladies and gentlemen composing the Royal suite. The Queen and Royal family were received by Captain Lord Adolphus Fitz-clarence, and conducted to the round-house on the deck of the *Fairy*, which, being covered in, protected the Royal party from the weather, whilst they could obtain through the large plate-glass windows an excellent view of all that was taking place on the river and its shores.

###### THE WATER PROCESSION.

The whole length of the centre of the river from Dingle Point to Bootle Bay was lined with a double row of steamers, at distances of 150 yards apart, the intervals being filled in with gentlemen's yachts, row-boats, and pilot boats, all dressed out with colours of different nations. In sailing round the coast her Majesty also passed round this double line of steamers and other boats, the company on board of which loudly cheered her, as did the assembled thousands on the shore. The procession was led by the *Vernon*, a very fast and handsome Birkenhead ferry-boat, under the charge of Mr. Jones, the Assistant Marine-Surveyor of Liverpool, to act as pilot to her Majesty. The *Fairy* immediately followed the *Vernon*, and the rear was brought up by two vessels belonging to the City of Dublin Mail Steam-packet Company, the *Elana* and *Trafalgar*, and the *Commodore*, belonging to Messrs. M'Iver and Co., which were handsomely placed at the disposal of the Dock Committee, for the accommodation of themselves and friends, it having been arranged that no other vessels should be allowed to follow in the wake of the Royal yacht.

###### THE AREA OF THE EXCHANGE.

The Exchange buildings form three sides of a square, and have as many interior *façades*. Those on the east and west sides are surmounted by a range of columns, with Corinthian capitals, supporting a massive cornice and balustrade, and covering arched piazzas of fifteen feet in length, extending along each *façade*. The north side of the Exchange presents a projecting centre, with a portico of duplicated columns, through which the road passes out of the quadrangle into the adjoining street. The columns are surmounted by an entablature, supporting four sculptured figures of the elements, corresponding with emblematic figures representing the four quarters of the world placed on the north end of the Town-Hall, which forms the south side of the square. In the centre of the extensive area formed by these buildings is placed a handsome monument to the memory of Lord Nelson. This statue was erected in 1812, at an expense of £9000, raised by public subscription. Our Illustration is taken from the north side of the area of the Exchange, and exhibits the northern end of the Town-Hall and south side of the square at the moment when her Majesty and the Royal family presented themselves in the balcony of the centre window of the large ball-room after receiving the address from the corporation. A crimson canopy was erected over the balcony for the occasion, and served to protect her Majesty from the falling rain.

###### THE PRESENTATION OF THE ADDRESS.

The Address to her Majesty from the corporation of Liverpool was presented in the grand ball-room of the Town-Hall. This room, which is 98 feet long by 40 wide, was handsomely fitted up for the occasion, and covered with crimson cloth. In the centre of the south side was a raised dais, upon which was placed beautifully carved chairs for her Majesty and the members of the Royal family, accommodation being provided at the sides for the members of her Majesty's suite. Around the dais a large open space was reserved for the Mayor and members of the corporation; and the other sides of the room, with the exception of a passage leading to the centre window, which was reserved for her Majesty's approach to the balcony, were fitted up with raised seats, covered with crimson cloth, to which about 500 ladies and gentlemen connected with the members of the corporation were admitted to view the ceremony. The scene, which was extremely striking, was much enlivened by the three large chandeliers in the ball-room being lighted.

###### ARRIVAL OF HER MAJESTY AT THE TOWN HALL.

The Royal party arrived at the Town Hall, from the excursion on the water, shortly before one o'clock, and were received at the principal or south entrance by his worship the Mayor. The Town Hall is a magnificent structure, advantageously situated at the extremity of Dale-street, immediately facing Castle-street, one of the main thoroughfares of the town. The foundation-stone was laid in 1749, and the building erected from the design of the late Mr. Wood, of Bath. The principal front is on the south side, and the entrance consists of an arched portico, over which there is a balcony, surmounted by an entablature, supported by noble Corinthian pillars. From the centre of the building rises a stately dome, which is also supported by Corinthian columns, and surrounded by an open gallery, from which a most extensive panoramic view can be obtained. The whole is surrounded by a colossal figure of Britannia. The front of the Town Hall was splendidly illuminated on the evening of the Royal visit.

###### THE CUSTOM-HOUSE AND SAILORS' HOME.

The Custom-House, comprising also the Post-office and other revenue offices, occupies the site of the old dock, the first work of the kind constructed, not only in Liverpool, but in the kingdom. The town principally owes the possession of this magnificent building to the united influence of Canning and Huskisson, who pointed out to the Government the necessity of it, and the inconvenience of the revenue buildings then existing. It was ultimately arranged that the corporation of Liverpool should give the land, valued at £90,000, and undertake the erection of the building, and, at the expiration of twenty years, cede the whole to Government, the latter paying for it £150,000, in annual payments of £25,000 each. The foundation-stone of the building was laid on the 28th of August, 1846. The architecture is Ionic, and its chasteness has been much admired. Lofty porticos, supported by eight Ionic pillars, adorn the centre and east and west fronts, and the centre of the building is surmounted by a magnificent dome, lighted by sixteen windows, and ornamented by pilasters. The grand front of the building is opposite to South Castle-street, along which the Royal *cortege* proceeded. A little to the east of the Custom-House, looking from South Castle-street, stands the Sailors' Home, where seamen frequenting Liverpool are provided with board, lodging, and medical attendance, at a moderate charge. The foundation-stone of the Home was laid on the 31st of July, 1846, by H.R.H. Prince Albert, when he visited Liverpool for the first time. The style of architecture is Elizabethan, and, being six stories high, the building forms a curious contrast to the Custom-House. The Royal party had an excellent view of these buildings as the procession returned from the Docks towards the Town-hall, as it proceeded round the front of the Custom-House, and turned up South Castle-street.

###### PATRICROFT.

ARRIVAL OF HER MAJESTY AT THE RAILWAY STATION.

The Patricroft station, on the Liverpool and Manchester section of the London and North-Western Railway, is situated on the north side of the line, about miles from Manchester, and miles from Liverpool. The station is an open one, but preliminary to the arrival of her Majesty a pavilion was erected, spanning the area in front of the station by three arches, the principal front being in the direction of the train arriving from Liverpool. It consisted of a large arch in the centre, extending across the line proper, with a smaller arch on each side—one covering the platform, and the other an equal space on the opposite side. Each

arch was surmounted by a high pitched gable, with a flag unfurled above. The height of the centre arch was about 25 feet, and of the side arches 15 feet. The Royal arms were emblazoned over the main arch, and the pillars were entwined with evergreens. Over the pediment was a large gilt crown, five feet wide and eight feet high, with flags floating above. In length, parallel with the station, the erection extended about 60 feet, and rested on a series of pillars. The whole was covered above, and lined within with calicos of various colours. On the south side, about four yards behind, the part appointed for the Royal visitors to alight from the carriages, there was a platform raised about two feet above the level of the line, for the convenience of the directors, and for other parties privileged to witness the reception. The entire number of pilasters supporting the three arches was 28, being arranged in four rows of seven, and these were entwined with evergreens, and otherwise decorated, the whole forming an agreeable contrast to the previously rather plain-looking station. When the line was originally constructed, a narrow footpath was made on its southern side, leading to the Bridgewater Canal, for the convenience of the Earl of Ellesmere. With the consent of the company, this path has been extended to nine feet in width, at the cost of his Lordship; and the path was converted into a covered avenue, through which to approach the embarkation stage. The corridor through which her Majesty had to pass to the Royal barge, on leaving the station, was 270 feet long and 9 feet wide. The walls were formed into panels of ponceau cloth, relieved with suitable mouldings, &c. The roof was so arranged as to present the appearance of a richly-grained ceiling, supported by ornamental arches, which rested upon thirty-eight square pillars, and seven circular ones. The whole of these pillars were covered with fluted cambric, the capitals and bases richly ornamented and finished in white and gold. At each extremity of the corridor was a lion rampant, boldly carved in wood, supporting a silk banner, upon which the Ellesmere arms were richly emblazoned. It was lighted on its southern side by fourteen windows. At the point where the avenue approached the canal, it described a curve, and terminated in a more lofty erection—the embarkation stage, ranging 30 yards along the side of the canal, having an arched projection over the water of eight feet. The interior ornamentation of this portion corresponded generally with the corridor. The whole was covered with canvas, both at the top and sides, several thousand yards being required for the purpose. Along the ridge of the roof, and at various angles, a great number of flag-staffs were erected, from which a profusion of flags were waving. Our illustration of the arrangements at Patricroft station represents the principal front of the pavilion, as described above, as it appeared immediately after her Majesty's arrival.

## WORSLEY.

## ARRIVAL OF HER MAJESTY.

At five o'clock her Majesty and the Royal party arrived at the landing-stage on the canal, on which an elegantly-decorated pavilion, somewhat similar to that at the Patricroft railway station, had been erected for their reception. Lady Ellesmere was the first to disembark, and was followed by the Duke of Wellington, Lady Brackley and Prince Albert next alighted—the Prince proceeding at once to lift the Royal children from the barge. Her Majesty was next handed from the barge by his Royal Highness; and the rest of the Royal party having landed, the whole of them proceeded in six carriages, each drawn by four horses, to Worsley Hall, under escort of the Worsley division of Lancashire Yeomanry Cavalry, commanded by Captain Nicholson.

## WORSLEY HALL.

This is a comparatively modern building, having been erected by the noble owner, the Earl of Ellesmere, only seven or eight years since, near the site of the former family residence, built in the middle of the last century. The mansion, which was designed by Mr. Blore, is in the Mediaeval style; and, standing upon an eminence, commands a view of no less than seven counties.

## Salford.

## THE ARCH AT WINDSOR-BRIDGE.

This arch was erected at the point where the Salford corporation received her Majesty upon her progress from Worsley to Manchester. It was 90 feet high and 60 feet wide: the basement consisted of a series of arches or gateways; the central arch was 16 feet wide and 20 feet high. On each side of this was a small rustic arch, 6 feet wide and 17 feet high. Beyond these a space of 13 feet 6 inches was occupied by a series of Ionic colonnades and pilasters, 15 feet high, resting upon a deep base; and, still further receding from these, a rustic archway, 8 feet wide and 18 feet deep, extending over the causeways for the use of pedestrians. The basement was surmounted by a bold cornice and handsome balustrade. Over the principal gateway was a beautiful arch, 30 feet deep, supported by a Corinthian column and pilaster on either side, 17 feet deep. On each of these was a deep carved cornice, supporting a handsome ornamental pediment. Over the upper arch was the Royal shield, inclosing the Garter, and surrounded by palm branches. The top of the arch was ornamented with a Regal crown, over which floated the Royal standard. In the centre of the upper arch was placed a colossal figure of Britannia. The cornice over each of the extreme side arches supported the lion and unicorn, of colossal dimensions; and the pediment between these extremities and the Corinthian columns of the upper end was adorned with vases and flags. Beneath the main and central arches rustic piers and alcoves were also introduced. The finishing of the arch was in various-coloured marbles; the bases and capitals and many of the mouldings being ornamented with gilding. The columns between the two side arches were of jasper, and the whole had a very pleasing and harmonious effect.

## THE ENTRANCE TO PEEL PARK.

Peel Park was a source of great attraction to the public, it having been arranged that not only should the corporation of Salford present their address within it to her Majesty, but that upwards of 50,000 children belonging to the schools of Manchester and Salford should be gathered together to sing the National Anthem. Peel Park was formerly the property of Mr. W. Garrett, from whom it was purchased by the corporation of Salford to convert into a park. The mansion, containing many fine and spacious rooms, is now used as a museum, library, and reading and refreshment rooms. The area of the park, which is beautifully undulating, contains 32 acres of ground, laid out with extensive flower-beds, shrubberies, lawns, and walks. It was first opened to the public on the 22d of August, 1846. The main entrance from the Salford road was upon this occasion completely re-modelled, a deep coved arch being raised 20 feet high, surmounted by a neat cornice. The gateway was 10 feet 6 inches wide, but, from the formation of the cove, it had the appearance of being of much greater breadth. Two wings extended from this arch, occupying a total frontage of about 50 feet. The finishing was generally in stone, the coved part being filled in with evergreens and flowers, and the principal arch surmounted by the Royal standard. On either side of this entrance extensive stands had been erected for the accommodation of the public.

## THE PAVILION IN PEEL PARK.—PRESENTATION OF THE SALFORD ADDRESSES.

The pavilion was erected for the especial purpose of presenting within it the addresses from the corporation of Salford to her Majesty and his Royal Highness Prince Albert. It was 140 feet in length, with its back to the Walness end of the Park, towards which there were raised seats capable of accommodating 550 persons, who were admitted by tickets from the corporation. In the front was a platform one foot from the ground, for the accommodation of the Mayor and corporation while presenting the addresses to her Majesty and the Prince in the Royal carriages. The side of the edifice facing up the Park towards the Museum consisted of five open arches, supported by three pilasters and a pillar at each angle. The three middle arches were 26 feet 4 inches span, and the two end ones about 18 feet clear of the pilasters. Above the arcade was a lofty pediment, the tympanum of which was adorned with the Royal arms. The columns were fluted in drapery, and spirally wreathed with flowers and evergreens, the capitals being ornamented in white and gold. The end of the structure entered by the Royal carriages had an ornamental front, composed of a large Moorish arch, and two smaller ones on the side enclosing the platform. On the entablature over these arches were emblazoned the arms of the borough of Salford, and those of the duchy of Lancaster. Over the arches at the opposite end were ornamentally represented the initials "V." and "A." The frieze and architrave had a crimson ground, with silver stars, ornamented with festoons and flowers. The centre coiling was divided into three panels, from the centre of each of which radiated lines of fluted glazed calico, intermingling the colours of amber, blue, white, and pink, with strings of artificial flowers and ornamental wreaths. In the centre arch (over the

place where the Royal carriage rested) was a canopy, in gold and scarlet cloth, bordered with a rich gold fringe.

## SINGING THE NATIONAL ANTHEM.

It having been decided, that, upon the visit of her Majesty to the Peel Park, she should be welcomed by the children of the various schools of all denominations in Manchester and Salford singing the National Anthem, platforms were erected near the centre of the Park for their accommodation. The principal platform extended across the Park, having the front describing a slight concave towards the pavilion. Two smaller platforms of the same linear extent, but of less depth, ranged parallel with the front one, the carriage-drive being between them. The principal platform was 200 yards long and 27 yards wide, rising 4 yards 6 inches. Its area was 5400 superficial yards, and formed part of an amphitheatre struck from a radius of 466 yards. The two minor platforms were constructed upon the same principle as the larger, being 18 yards wide, and rising 3 feet 6 inches high. These platforms were separated in the centre by an opening 12 yards wide, in the middle of which a carriage-drive, 8 feet, was levelled and sodded. There was also a large space in the centre between the foot of the platforms and the carriage drive, 9 yards wide, gradually diminishing to 6 yards at each end, which was boarded over for a portion of the children to stand upon. The quantity of wood used in the erection of the platforms was 2000 cubic feet of American timber, and 132,000 feet of three-inch planking. The platforms were calculated to hold 62,000 persons, and the level boarded space 20,000 more. Every inch was densely crowded with children and their teachers, each school being distinguished by a small banner; and, as the Royal procession, after her Majesty and Prince Albert had received the corporation addresses, drove along the carriage-way between the platforms, a most extraordinary *coup d'œil* presented itself to the spectator, which was much enhanced by the thrilling notes of the children singing the National Anthem, the time in which was remarkably well kept.

## MANCHESTER.

## THE ARCH AT VICTORIA BRIDGE.

Her Majesty was met at Victoria-bridge by the Mayor of Manchester—the bridge crossing the Irwell, and thereby uniting Salford with Manchester. It was first opened to the public on the 20th June, 1839, the anniversary of her Majesty's accession, having been built, at a cost of £21,000, on the site of the Salford old bridge, which was built in 1356. At this spot, a very handsome arch, or rather arched passage, 54 feet in length, was erected, with gateways at each end, presenting to the view a central arch 15 feet wide and 28 feet 9 inches high. On each side of this arch was a smaller one, 23 feet 6 inches high and 6 feet wide. The two gateways were painted to represent white marble, and each had two towers at the angles, the four faces in the lower part of which were open, but allegorical figures, each 7 feet 6 inches high, were placed on pedestals at the bases. Above each centre arch stood a large circular pediment with a central apex, in the architrave of which were placed the Royal arms in high relief; the spandrels being filled with roses, thistles, and shamrocks interwoven. An enrichment, consisting of the leaves of the acanthus, composed the outline of the pediment. On the architrave of one of the side arches, below the cornice, was the word "Vivat," in large capitals, and on that of the other "Regina." Corinthian pedestals, 10 feet high, surmounted the towers outside the smaller arches of the gateways, and on each of the pedestals was a statue in burnished armour, holding in the right hand the British flag, and in the left a shield. In the openings in the sides of the towers facing Manchester were displayed the arms of the borough, and at the Salford end the arms of that borough were emblazoned. Connecting the two gateways, and occupying the intervening space, 54 feet in length, was a light arcade, consisting on each side of five circular-headed archways. The spaces above and between these arches were filled with trellis-work—the roof consisting of ribs covered with evergreens and flowers, and having open spaces between them. In the intervals between the pillars of this arcade stood vases filled with flowers, and over each pillar floated a flag. The effect of the whole structure was extremely unique and pleasing. This arch was erected at the expense of the corporation of Manchester.

## INTERIOR OF THE EXCHANGE.—PRESENTATION OF THE MANCHESTER ADDRESSES.

The interior of the Exchange was re-modelled and furnished in a most costly style for the reception of her Majesty and the other Royal and noble visitors. The grand entrance at the semicircular end of the Exchange, in Market-street, which had of late been blocked up, and converted into a window, was re-opened. On either side of the entrance were retiring-rooms—the one on the right for the use of her Majesty, and that on the left for his Royal Highness Prince Albert. Her Majesty's room was 14 feet 6 inches in length by 11 feet 6 inches wide. The walls were tastefully hung with Dacien of rose colour and silver, with white and silver draped and disposed alternately in graceful folds. The plate glass and furniture were most magnificent—the prevailing colours in the latter being blue and gold—and profusely decorated with regal ornaments. His Royal Highness's room was fitted up with equal magnificence, the principal variation consisting in the Prince's armorial bearings and initials in the decorations being substituted for those of her Majesty. The principal reception-room, which our Artist has chosen for illustration at the moment when her Majesty and the Prince Consort were about to receive the corporation addresses, was also fitted up in a style of the greatest splendour. Four columns, which used to support a low flat ceiling and separate the old or semicircular part of the Exchange from the new, had been removed and replaced by a broad band of vaulted ceiling in panels corresponding with the belts separating the domes; and by thus uniting the old part of the hall with the new, a most harmonious and noble effect was produced. This room was also elegantly draped and decorated, and nothing could exceed the magnificence and beauty it displayed during the presentation of the address, when the elegance of the decorations was set off by the presence of nearly 2300 ladies and gentlemen, the dresses and beauty of the former vying in magnificence with, and offering a pleasing contrast to, the surrounding draperies. The throne, most superb structure, was placed at the end of the room furthest from the entrance door; but, as it is separately illustrated, we need not describe it under this head. The avenue between the seats of the company, up which her Majesty had to proceed to the throne, was covered by a most elegant carpet of rich velvet pile, with a blue ground, and a rosette pattern of gold, orange, and crimson, the bordering being of the same colours. The interior of the Exchange was also most profusely decorated with flags, banners, and floral ornaments.

## THE THRONE.

The framework and canopy of the throne placed in the Exchange were designed and executed by Mr. George Jackson, of Brasenose-street, and the draperies and upholstery-work, by Mr. John Wilson, of King-street, Manchester. The exterior drapery of the throne consisted of a superb Regal vassalage of the finest crimson Genoa velvet, relieved with trimmings of rich London gold. The centre of the drapery was formed into an heraldic mantle, upon which was introduced the Royal arms, encircled by the Garter, and surmounted by the star of Brunswick, shedding effulgent rays, supported by branches of palm and laurel. The whole of these decorations were embroidered by hand. The lining of this drapery was of Royal blue satin, relieved by gold silk tassels, drapery, cords, fringe, and rosettes. The background or screen panel was of rich satin damask, upon a beautiful French white ground, the pattern being worked in London gold, and the trimming composed of silk wire fringe, tufted with silk floss. In front of this background were suspended curtains composed of crimson and gold satin damask, with a satin border of corresponding colours, and lined with white cored silk. The whole of the curtains and draperies connected with the throne were designed expressly for it, and were decorated with the national emblems of the Union—the rose, shamrock, and thistle. The trimmings of these curtains were very elegant, terminating with a gold silk bullion fringe, twelve inches in depth. The loops or curtain supporters were made of fine London gold silk. The ceiling was formed into panels of trellis-work, the ground of which was of French white cored silk, relieved with London gold silk drapery, rope, of which the trellis-work was composed. This trellis was ornamented at the corners with eighty-one gold silk bullion balls, or rosettes, and terminated by a highly-finished gold moulding cornice. The interior drapery of the throne was of Royal blue satin, and consisted of a centre draped mantle drawn into graceful folds, at each side of which was suspended a side drapery bearing the Royal crown, worked in gold. The trimmings were similar to those of the exterior drapery. The carpet was of velvet pile, and was very elaborate in design. The ground was of snow-white, upon which the pattern displayed the rose worked in bright chintz colours. Around this was a

splendid border, exhibiting the rose, shamrock, and thistle; the whole terminating with a deep bullion fringe falling over the front of the dais. The top step next the dais was covered with purple velvet pile carpet, forming a rich contrast to the carpet on the dais. The framework and canopy was finished in white and gold, the whole having a gorgeous and magnificent effect.

Upon the dais of the throne were three chairs in the style of Louis XIV.—that in the centre, intended for her Majesty, being a few inches higher than the other two. The chairs were all richly carved, the arms, legs, rails, &c. being gilt in burnished and mat gold; and the backs and seats upholstered with rich crimson Genoa velvet. The panel of the upholstered back of her Majesty's chair was enriched with embroidery in silk, displaying the Royal arms, surrounded by the collar of the garter with its motto, "Ilii soit qui mal y pense." This rested upon a base formed of laurel and palm-leaves. Over the arms was the star of Brunswick; and, surmounting the central apex of the frame of the chair was the regal crown, richly carved and gilt. The other two chairs were somewhat similarly decorated, though not to the same extent. That for his Royal Highness Prince Albert had embroidery upon the back, enclosed within the garter, the paternal arms of the Prince quartered with the Royal arms of England, surmounted by the star of Brunswick; and that for the Prince of Wales bore within the garter, instead of the heraldic arms, the Prince of Wales's plume, with the motto, "Ich Dien," the star of Brunswick in this, as in the other chairs, surmounting the garter. Her Majesty's chair was draped from the seat to the ground with gold silk bullion fringe; and those of Prince Albert and the Prince of Wales with an equally deep fringe of crimson silk.

## THE ALBERT BRIDGE.

This bridge, like the Victoria, unites Manchester and Salford, and was upon the present occasion chosen for the exit point of her Majesty from Manchester, on her return to Worsley. It stands on the site of an old bridge, called the New Bailey Bridge, which was replaced by the present structure in 1844. Here a triumphal arch was erected, at the joint expense of the corporations of the two boroughs, in the Italian style. It consisted of a circular-headed arch, and two square side entrances. The principal archway was 27 feet wide and 33 feet high, the length of the structure from the Manchester to the Salford *Jugade* being 17 feet. The side entrances were 26 feet high and 9 feet wide. Over the keystone of the arch in each *jugada* was an architectural shield, enclosing an oval medallion, upon which was blazoned on one side the arms of Manchester, and on the other those of Salford. A pedimental centre on one side exhibited the name of "Victoria," and on the other that of "Albert." The soffit of the arch, 17 feet in length, was richly panelled, and in the centre was a circular medallion, with the initials "V. R.," surrounded by a gloria. The pediment was surmounted by the Royal arms and standard, and the whole structure decorated with garlands, festoons of flowers, and other ornaments. This bridge was not completed half an hour before the Royal cortège passed through it.

## THE INFIRMARY.

Her Majesty, in the course of her progress, on reaching the bottom of Oldham-street, obtained a fine view of this noble building, situated in Piccadilly, and forming one of the chief ornaments of Manchester. The institution was founded in 1752, and formerly consisted of a plain brick building, but it is now faced with stone, and the front and sides ornamented with porticos of four-fluted Ionic pillars. In front of this building is a reservoir of water, which, from the condition in which it was kept, had long been a nuisance to the inhabitants and visitors of Manchester; but the occasion of the Royal visit has been taken advantage of to improve it and render it an ornament to the town. The reservoir, or pond, is 588 feet long; being at one end 80 feet wide, and at the other, 62 feet. In this pond a series of ornamental fountains were placed, which, when playing—as they were throughout the period of the Royal visit, and several days previously—had a very pleasing and graceful effect. The principal fountain, in the centre of the reservoir, consisted of a pipe two inches in diameter, the orifice covered with a rose jet, containing 51 perforations. On each side was a smaller jet, with 41 perforations; and around it were 26 small jets, formed in an oval, 44 ft. by 20 ft.; the whole of which projected the water so as to fall in one common centre, forming a kind of dome, over which the three central jets played their water to a height of 40 or 50 feet. At each end of the reservoir was a smaller fountain upon a similar construction, the principal pipe being an inch and a quarter in diameter, surrounded by 24 smaller jets in a belt of 20 feet by 15 feet. Between the central fountain and those at the ends of the reservoir were placed, at equal intervals, a couple of other jets—the whole forming a *coup d'œil* such as few towns can boast of. The designer of these fountains was Mr. Roe, of the Strand, one of the exhibitors in the Crystal Palace.

## RICKMANSWORTH.

Upon the return of her Majesty from the North, the Royal party, en route from the Watford station of the London and North-Western Railway to Windsor Castle, passed through that portion of Hertfordshire of which we gave several illustrations in our Supplement of last week, including the pretty little village of Rickmansworth, the inhabitants of which, to do fitting honour to her Majesty, had erected an extremely elegant triumphal arch over the road, which we have illustrated in its proper place.

We shall next week continue our illustrations of the Royal progress by giving views of Lancaster Castle, the presentation of the address to the Queen by the children of the schools at Worsley, and several others relative to Manchester and other places, which, notwithstanding our enlarged space, we cannot find room for to-day.

## THE QUEEN IN LANCASHIRE.

In addition to the more prominent places and objects visited and inspected by her Majesty in her progress through Lancashire, it may be interesting to sketch some of those which would be seen but casually, or seen only on a map, yet which could hardly fail to engage the reflective intellectuality of the Royal travellers.

At Lancaster, the Castle on the bold eminence, with the river Lune winding at the base, the narrow streets crowded on the steep acclivities, would suggest the time when the towns existed only by protection of the Dukes of Lancaster, her predecessors in that honour and estate of which she is now the hereditary Duchess. The suburbs beyond the river, with their steam-engines and factories giving forth signs of industrial animation, though of small extent compared with the newer towns farther south, would remind them that this is not the Lancashire of John of Gaunt, nor even of the Queen's grandfather, George III. Looking to the east, would be seen that bleak range of hills, the union line of the shires of Lancaster and York, upon which the armies of the Norman Conqueror, William I., halted in their progress to the north, "their hearts sinking within them (so wrote the old chroniclers) as they saw in the plains and dales below forests and morasses, occupied only by wild beasts, diversified only by the swampy waters of the Irwell, Mersey, Ribble, and Lune, terminated westward by a shipless, boundless sea, which had no shore of which they knew, but the eternal darkness beyond the setting sun." Looking to the west, our Queen would behold that sea now the greatest of her island empire, to open which to the traffic of all nations has been the chiefest glory in her reign. As she travelled southward, with map in hand, as doubtless she would, places of historic interest would be found in all abundance. Coming direct from the Braes of Mar, where the last Royal Stuart raised his standard on his march to London, to dethrone her great-great-grandfather, George II., Queen Victoria would see, at Preston, where now stands one of the greatest railway stations of the kingdom, the spot of ground where the cause of the Stuarts was finally and irrecoverably lost. She would pass near Lathom, where Charlotte, Countess of Derby, maintained that heroic defence of her house which so long baffled the zeal and heroism of the Parliamentary army in the civil wars with Charles I. At Liverpool the positions would be shown which were occupied by Prince Rupert, when, in the same wars, he besieged that town, expecting to "drive the inhabitants into their pool like ducks," but finding that "they resisted him and the King's army like devils." Warrington, Manchester, and Bolton each has its battle-field. The castle of Liverpool was governed four hundred years by the Molyneux family, with whom her Majesty lodged at Croxteth Hall. Out of the woods in that park, and that of the Earl of Derby, at Knowsley, adjoining, and from the Cheshire side of the Mersey, were cut those pike-staffs, bows, and bill-handles so famous at Flodden Field, when—

"Charge, Chester, charge! on Stanley, on I!"  
Were the last words of Marmion."

But Lancashire is less famous for its fields of chivalry than some other counties. When war came in the way of its people they fought, but,



THE ROYAL PROCESSION PASSING THE INFIRMIARY AT MANCHESTER.

except to keep the Scotch at a distance, judging it was better to meet them in Cumberland or Northumberland than in Lancashire, they were not accustomed to go in search of strife by free consent. The infertility, coldness, and excessive moisture of their soil and climate, were not favourable to their country being selected as the camp ground of contending armies. But its excessive moisture gave birth to streams, which, running from the hills, offered water power in great abundance; while its treasures of coal, and proximity to the sea, with the habits of frugality and energy which came by nature to a people inhabiting an infertile soil, led to results on both the Lancashire and Yorkshire side of the hills, which no other space of ground of equal extent has yet been marked with—the triumphs of industry!—is not Lancashire covered with their fame? Yet, as no guide-book exists, and no map has the fields of the conquests of science marked on it, while the generations which witnessed the earlier triumphs of the grandfathers of Lancashire are fast passing away, it is improbable that her Majesty would have her attention directed to all the places of memorable existence.

To the left of the railway, coming out of Preston, there is a place called Bamber-bridge. There, about 1763, some persons named Clayton first attempted calico printing in Lancashire. Near a place called Knuydon-brook, about two miles east of Blackburn, a tall, robust man, wearing a woollen cloth apron, a calf-skin waistcoat, wooden-soled clogs, whose hair was a grizley reddish colour, who owned forty acres of poor grass land, bearing eight or ten head of stock, and whose three eldest sons worked each at a loom in the dwelling-house, was seen by the father of a person still living (the informant of the present writer), standing behind a stone wall, watching the country weavers' return from Blackburn-market, to ask them the news on market days, when he had not been there himself: that man, about 1765, went to Bamber-bridge to the Clays, with a piece of cloth made of cotton and linen thread, by one of his sons, which was spoiled in the

weaving, and, therefore, unsaleable. He asked to have it printed in a pattern for kerchiefs, which was done, and the articles worn by the family. The high price charged for the printing of that piece caused him to attempt the art himself, which he did in a concealed apartment of his house, now used as a dairy room, at Peel Fold, by the present tenant of those forty acres of land. That man was Robert Peel, father of the first Sir Robert Peel, the great calico printer of Bury, in Lancashire, and of Fazely, in Staffordshire. Such was the beginning of calico printing and the fortunes of the Peels. The females of the family ironed the pieces of cloth in the same secret room, to prevent any prying person—like James Hargreaves, of Stanhill Moor (their nearest neighbour)—from seeing what they did. But that Robert Peel did more. He was the first to supersede the hand carding of cotton wool, by using cards, one fixed in a block of wood, the other slung from hooks fixed in a beam. These remained in the beams over the kitchen at Peel Fold in 1850, as the present writer witnessed. His carding machines were broken by a mob of persons from Blackburn, at Peel Fold, and afterwards at Altham. He was at last driven out of the county by the violence of his neighbours, and took refuge at Burton-on-Trent, in Staffordshire.

James Hargreaves, of Stanhill Moor, just named, was a weaver. He saw a hand-wheel with a single spindle, then used for spinning cotton wool, overturned. When it fell on its side, the spindle, which was before horizontal, was vertical; and, continuing to revolve; he drew the roving of wool towards him into a thread. The thought seemed at once plausible, that, if something could be applied to hold the rovings as the finger and thumb did, and that something to travel backwards on wheels, six or eight, or even twelve threads, from as many spindles, might be spun at once. This was done. The machine was called the spinning-jenny, and, combined with the roller spinning machine claimed by Arkwright as his invention, has been brought to that perfection seen at the Exhibition in Hyde-park. Hargreaves, like the first Robert Peel, was expelled from Lancashire partly by the mobs, but also by the magistrates and local gentry, who, fearing that the machines would throw the workpeople on the poor-rates, encouraged the mobs to violence. He went to Nottingham, and, giving the Strutts a property in his jenny, laid the foundation of the opulence of that eminent family of manufacturers.

At Leigh, about half way between Manchester and Liverpool, north of the railway a few miles, lived a man named Thomas Highs. He claimed to be the inventor of spinning by a pair of rollers revolving fast, drawing the rovings through a pair which revolved slowly. Preston was the birthplace of Richard Arkwright, and Bolton (in a house still standing) the place where he carried on the business of hair-dyer and peruke-maker. In travelling the country to collect hair, he found a wife at Leigh, and, visiting that place frequently, he, it has been alleged, wormed the secret of the roller spinning out of Thomas Highs. This might be so; but, if not, the inventor, Arkwright, was still the practical improver of those machines; and the places where he contended with poverty, difficulty, and the combined opposition of every class of men in Lancashire, even of those who used his machines, cannot be looked upon without present interest. Coming by the railway from Preston, a branch is seen leading to Chorley and Bolton. Chorley was the scene of Arkwright's contention with his unkind neighbours, and Birkacre the name of the place where his first mill was attacked, sacked, and burned to the ground. A tall, thin building, too narrow for the machinery now in use, and now used as a store for cotton waste, is seen on the left hand, passing over the inky river Irk, at Manchester, by Ducie Bridge: this was Arkwright's next mill. But his fortune was chiefly made in Derbyshire, about twenty miles from Manchester, where the workpeople hailed him as a benefactor, not as an enemy, and where water power was found to drive his wheels without limit.

At Bury, where the first Sir Robert Peel established his print-works, and where the late statesman, his son, was born, the fly-shuttle was invented by two brothers named Kay. At Stockport the power-loom was first used. Between Bury and Bolton, a farmer named Samuel Crompton, resident at Hall-i-the-wood, was mowing hay with others one day, and suddenly throwing down his scythe, went home and left them. He shut himself into an upper apartment, and was not seen out of the house for some days. The neighbours took a ladder, and ascending to the window, saw him making a machine for spinning. This, when completed, was the "mule," which combined the roller principal of Arkwright and the "jenny" of Hargreaves.

At a place called Mosney, near Preston, one Alexander Bell, employed by the firm of Livesey, Hargreaves, Hall, and Co., was the first, about 1783, to introduce calico-printing by rollers. The effect of this invention and its improvements has been incalculable.

Coming through Kendal from the north, the royal visitors to Lancashire passed the place where a humble schoolmaster, named John Dalton, lived about the year 1780. In the grand procession through Manchester, they passed the end of a new street cut through a thicket of old lanes, which has been named "John Dalton-street," in honour of that man, and it is but a small homage paid to his memory in comparison with the commercial benefits derived from his scientific researches. He discovered and taught the theory, now amply verified, that all matter exists in atoms, which in weight bear an exact mathematical proportion to each other; that in chemical combinations these proportions are absolutely observed; and that, consequently, the dyer and calico-printer can only make "fast colours" by using the mathematical proportions ruled by this law of atoms. This much in brief; but it is an imperfect outline of that discovery of Dalton, so momentous to all chemists, and particularly to the bleachers, dyers, and printers. The economy in labour, material, and time, the extension of their trade, and the higher excellence of their productions, are such,

that the value of this truth in chemistry, expressed in millions sterling, if known, would startle us, alike in writing and reading its sum.

Though these be some of the more prominent incidents which mark the memorable spots in Lancashire, they are but few, a very few of the whole, which have reared up that matchless productive power of machinery, which, at the date of six centuries after the Norman conquest, found Lancashire, though not a wilderness, still a comparative waste, thinly peopled, which has since covered the surface with human life and wealth; which, gathering together the rude products of that clime, diffuses them as comforts and elegancies to every race—the material for a printed calico worn by the ploughman's wife at 4d. a yard being cotton from America, indigo from Asia, madder from Europe, and gum from Africa; a power of production which attracts, by the abundance of the merchandise it creates, the luxuries of all the world in exchange, which in Lancashire and elsewhere in the kingdom gives an ability to bear taxation that in turn confers on Britain a military and naval strength that withstood the most successful commander that ever led armies to battle, his armies sustained by the plunder of all Europe; a power of production and financial strength which endorsed the bills of nearly every European nation opposed to France, and gave them subsidies in addition, from British taxes, to induce them to rise against their invader, when prostrate at his feet; a power which, more recently, when the nations were shaken by revolution, gave firmness to Britain, as it this day enables our Queen to move among a free people with a sense of safety and joyousness of welcome unknown to any other Sovereign. Such are the triumphs of industry, the conquests of science, whose fields of success are found through all Britain, but in greater number in Lancashire than elsewhere—such the high services to civilisation which industry and science have rendered.

A. S.

#### THE MAYOR OF MANCHESTER.

This gentleman, upon whom her Majesty has just conferred the honour of knighthood, is the eldest son of the late Sir Thomas Potter, an extensive Manchester merchant and philanthropist. Sir Thomas Potter was the first mayor elected after the grant of the charter of incorporation, in November, 1838-9, and was called upon to fill the chair a second time during the year 1839-40, when he received a similar distinction to that which his son has just now obtained at the hands of the Sovereign, during his year of office. Immediately upon the death of his father, Sir John Potter was unanimously elected to fill the vacated office of alderman, rather as a mark of respect to the memory of the father than from anything which had then been accomplished by his son, Sir John not having, up to this time, taken any very active part in public business. In November, 1848 (although one of the youngest members of the corporation), Sir John Potter was elected Mayor; and in the following November he was unanimously requested to allow himself to be a second time nominated and elected to the same office. During the whole period, Sir John Potter has given the greatest satisfaction to his fellow-towns-



ROYAL THRONE IN THE EXCHANGE AT MANCHESTER.



ARCH OF WELCOME AT RICKMANSWORTH.



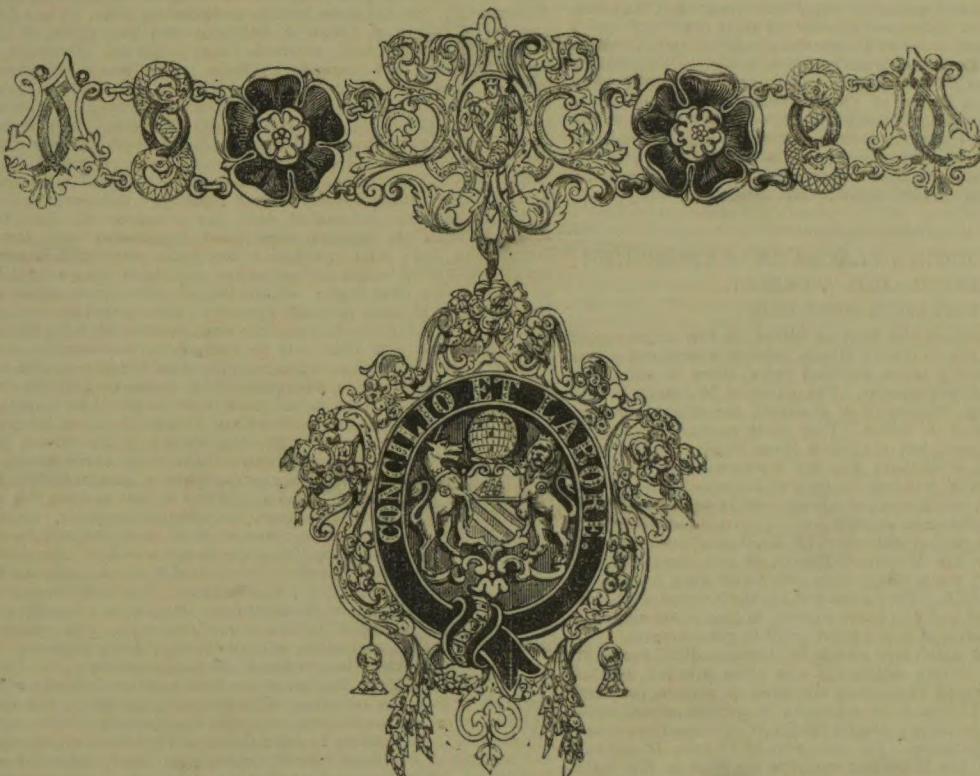
ARRIVAL OF HER MAJESTY AT WORSLEY.

men by the way in which he has discharged his public duties. In addition to this, his hospitality has been unbounded. All classes and parties in religion and politics have been assembled around his table, and the best possible feeling has been, by these pleasing and judicious associations, created throughout the borough, in which there has, probably, never before existed so little party asperity as at the present time. The present Mayor took a most active part in the promotion of the Prince Consort's proposition of the Exhibition of all Nations. As vice-chairman of the local committee in Manchester, he devoted much time and labour in ensuring its success. A large portion of the amount subscribed was obtained by his exertions, and he willingly put down his name as one of the guarantees for any possible deficiency. Sir John Potter has also entitled himself to the gratitude of all parties by his successful exertions to secure the establishment of a free library in Manchester. Sir John Potter has been the means, directly or indirectly, of obtaining subscriptions for nearly £9000, and a handsome new building has already been erected, which, it is anticipated, will be formally opened and presented to the corporation before the expiration of the present year. The estimation in which Sir John Potter is deservedly held for his public services was more satisfactorily demonstrated by his having been elected to fill the office of Mayor for the third time, during the present year. It

order for the upper surface or plateau of the tripod. On the three sides of the triangular base are as many scroll-bordered shields or tablets, of which the one in front is filled by the following inscription, neatly engraved:—

Presented, with a service of plate, of the value of a thousand guineas, to John Potter, Esq., Mayor of Manchester, in the third year of his Mayoralty, by 590 of the nobility, clergy, bankers, merchants, and other inhabitants of the borough and neighbourhood, as an expression of their high sense of the valuable and efficient public services rendered during his extended term of office.—22nd September, 1851.

The shields on the other two faces will both be filled up, one with the corporate arms of Manchester, with the motto "Concilio et labore;" the other with the arms of the Mayor. At the base are two stags and a stately tree, with scrolls instead of branches; seven scrolls terminate in a broad leaf in a tulip-cut form, and seven branches are for lights; beneath the lowest curve of each branch is a pendant cluster of grapes, with vine leaves and tendrils, the upper portion of this centre-piece being removable for an épergne dish.



COLLARS AND JEWEL OF THE MAYOR OF MANCHESTER.



SIR JOHN POTTER, MAYOR OF MANCHESTER—FROM A PHOTOGRAPH BY MR. AKERS, OF MANCHESTER.

will ever be a source of satisfaction to his fellow-citizens, that, by the third election, the honour which the Queen has been pleased to confer upon the chief magistrate and representative of Manchester, has devolved upon one by whom it has been well earned by his great sacrifices for the public service.

## PLATE PRESENTED TO THE MAYOR OF MANCHESTER.

THIS magnificent Testimonial originated with a number of gentlemen of Manchester, who were desirous, before Mr. Potter should clear his third year's mayoralty, to present him with some mark of respect and esteem, as a grateful memorial of his public services. A subscription was raised for this purpose, to which 590 subscribers contributed about £1150; and the Mayor's wishes being consulted, an order was given for a large and handsome service of plate.

The service, or rather services, of plate—for there are both dinner and tea services—have been supplied by Messrs. Hunt and Roskell (late Storr, Mortimer, and Hunt), of London and Manchester, silversmiths to the Queen, &c. It is wholly new, from designs made expressly for this purpose, by their able artist, Alfred Brown. Exclusive of spoons and forks, the services include nearly fifty pieces. Of the dinner-service, five pieces may be regarded as ornamental standards on the table—a centre candelabrum, of seven lights; two smaller candelabra, of five lights each; and two *assiettes montées*, or stands for fruit, &c. The central candelabrum stands 30 inches high, and from light to light is about 20 inches across. It has a triangular base or tripod, the feet of which are formed to resemble that beautiful shell, the Indian clam. Springing from these shells are bold and elegant scrolls, in burnished and frosted silver, and richly chased. These terminate upwards in acanthus leaves, palm branches, and what resemble the leaves and blossoms of the lily of the valley, which form a graceful



PART OF A SERVICE OF PLATE PRESENTED TO THE MAYOR OF MANCHESTER.

The two smaller candelabra are each 26 inches in height, the lights are 15 inches across, and each piece is for five lights. These, in design and style, are similar in almost every respect to the centre-piece, wanting only the two deer and the inscription, though, like the larger piece, they have three shields on the tripod, for armorial bearings, &c. The two *assezantes montes*, which stand 22 inches high, and measure 12 inches across, are a species of *épergne*, without glass, and having the largest receptacle at the foot instead of the top—a silver basket, of open trellis-work, resting upon three scroll feet. In the centre of the basket is a small grassy mound, in frosted and chased work, from which springs the stem of a vine, gracefully and naturally curled and twisted, with tendrils. At various points of the stem are branches, in cup-like forms, for holding fruit; clusters of grapes in burnished silver hanging from the supports. The whole is richly frosted and chased.

The more solid and useful portions of the service are of elegant form; the prevailing ornamentation throughout consisting of a graceful and effective combination of scrolls, with acanthus leaves, and borders of what are called "the reed and band" pattern. A bundle of reeds is tied round and across by a band; presenting a modification of the bundle of rods or fases, similarly bound, which used to be borne by the Roman lictors of old, with an axe in the midst. Of two elegantly-shaped oval *soup tureens*, the handles consist of these reeds and bands (springing from acanthus leaves), and the same ornaments border the edge of the tureens, where the lid fits; and an arched handle, by which to raise the lid, is also thus formed. Four silver *sauce-boats*, of elegant shape, have scroll feet and handles, with banded reed borders. The bread-basket is of large size, with a swivel handle of light scrolls; the border in ten swells of banded reeds. Two ten-inch silver waiters are curved octagons, with banded reed borders, the plateau being engraved in elegant scrollwork. Eight salt-cellars are irregular hexagons, having three large and three small curved sides: they have the reed-bound border. A 23-inch oval meat dish has a similar border in four curves; and so have one 20-inch and two 18-inch oval dishes of the same kind. For these four dishes covers are furnished, the two larger double domed, and the two smaller fluted; and each having the Mayor's crest engraved on the side. A cruet-frame with eight glasses, the sides perforated in an arabesque trellis-work; and a pair of silver grape scissors, complete this service.

The breakfast or tea service is of the form resembling some of the bottle-gourds; the design, pattern, or style is a sort of arabesque or moresque, in "dotted engraving." The four principal pieces are divided longitudinally into broad bands, decorated alternately, one with a sort of arabesque trellis-work, the other with a Moorish pattern.

Of the execution of this superb Testimonial, we need only say that the artistic design has been admirably rendered throughout. The plate was shown to the subscribers and the public previous to the presentation, which took place at a banquet given in the Music Saloon of the Albion Hotel, on September 22; James Aspinwall Turner, Esq., in the chair. The act of presentation took place at the close of the chairman's speech proposing the health of the Mayor of Manchester, when the curtains which had concealed the beaufit full of plate were drawn aside, and the elegant services, relieved by a background of purple velvet, were seen in full splendour.

#### THE MAYORALTY INSIGNIA.

The collar is an inch and a quarter wide, with the arms of Manchester in enamel, the rose of Lancaster alternating with the "S," and a fancy knot device, and in the centre a beautiful scroll, with medallion, in relief, of Commerce. From this is suspended a badge, bearing in the centre the arms of Manchester in high relief, and enamelled on a crimson ground, with a ribbon of purple enamel, and the motto "Concilio et labore," formed in diamonds. A rich gold border in the *cinque-ento* style, with diamondwreaths of the rose, thistle, and shamrock around. This ornament can be worn without the collar, attached by a small ribbon, in the same way as a military order. These elegant insignia have been manufactured by Mr. John Hall, King-street, Manchester.

#### THE QUEEN'S LODGING-PLACES IN LANCASHIRE; CROXTETH AND WORSLEY.

BY ALEXANDER SOMERVILLE.

CROXTETH HALL, the seat of the Earl of Sefton, is four miles east of Liverpool. Of it or of the Molyneux family, who have been connected with the estate for nearly seven hundred years, there is not much to be said which is of present interest. The name of Molyneux is said to express, in the Norman dialect (now obsolete), the original occupation of the family—that of a miller. They were warriors from their first appearance in England, but for some three hundred years they added to the profession of chivalry and the governance of Liverpool Castle, the useful service of grinding the corn of Liverpool, not without a considerable mulctage, which was not always quietly submitted to.

Texteth, now in part the most densely peopled district of Liverpool, but in part re-claimed as a park of recreation by Mr. Yates, a retired merchant, was occupied by the Molyneux family, as sub-tenants of the "honour of Lancaster," when King John purchased their interest to make a hunting station of it. They then got Croxteth, or part of it, in exchange. Two hundred and fifty years afterwards they again acquired Texteth, and still hold some of it at a great profit in ground-rents.

Liverpool Heath, upon which now stands St. George's Hall, the Rail-

way Station, and busy streets adjoining, was often invaded by this powerful family, and would have been alienated as private property from the corporation of Liverpool, to whom its enormous ground-rents now belong, had not the more powerful family of the Stanleys given their support to the corporation. In the reign of Charles II. a law-suit was raised between the Molyneux and the town as to the right to the port dues and rates; this was decided for the town, and cut off that family domination which had disturbed and oppressed Liverpool for four centuries. From that time the whole management and interest of the port were in the hands of the townspeople, and other circumstances became favourable, the trade and town began to rise. Since that day of separation, also, the two interests of Croxteth and Liverpool have been friendly and reciprocal.

A walk, or drive, or ride to Croxteth, about four miles, is a common and delightful excursion from Liverpool. In summer there are walks and paths among trees and meadows; and in winter, the meadows being laid under water, there is such skating, curling, and other ice games, as is, probably, seen nowhere else in England.

#### WORSLEY AND THE BRIDgewater ESTATE.

Worsley, which lodged her Majesty after she left Croxteth, is situated about five miles west of Manchester, and is a place of surpassing interest, as the centre of the famous Bridgewater estate: that canal upon which the Queen passed from Patricroft Railway station to Worsley Hall, is a part of the "Bridgewater navigation." Travellers at the spot are reminded of it by seeing prominently before them the words "Bridgewater Foundry," the great workshop of Nasmyth, Gaskell, and Co. But many persons walk by the side of that dull water, or cross it by the thundering train, or are drawn upon it in the packet-boats, who do not know it has a history—who do not know it is itself the head-line of the opening chapter of the greatest epoch of the world's history, the epoch of the conquests of science. Nor do they know, as they see Worsley, with princely front, looking south upon Chat Moss and Cheshire, and down upon them, and over to the blue hills of seven counties, that underneath those green slopes and wooded uplands, the mansion, the gardens, and the northerly spread farm-fields, the canal extends through caverns, by itself and branches, navigated every yard for forty miles or more. They may know how the life of the industry of Manchester is derived from coals; they may know that James Watt gave the steam-engine much of its power, and all its adaptation for the gigantic labour it now performs around them; but they may not know that this giant, in early days had an appetite for coals which Manchester had no means of supplying—which, but for the system of canals, of which this is a section initiated by the Duke of Bridgewater, would have been un-supplied for many a year, during which the steam-engine must have remained comparatively helpless to industry. They may see Worsley Hall—abode of one of the most munificent of the aristocracy; know that it was built within those ten years; furnished with regal splendour, and a mansion of noble spaciousness displaced to make way for it: that simultaneously with it in Lancashire, the affluent owner rebuilt or largely added to another in the county of Surrey—Oatlands; that scarcely were either finished, when he rebuilt that palatial residence in London, Bridgewater House, just completed; and they may infer from the splendour of all these, and the wealth still reputed to be undiminished, that Francis Earl of Ellesmere is one of the most fortunate of those who have inherited high fortunes. They may have heard of his political influence in the country, and attributed it to his wealth, and that solely. If these be their conclusions, with nothing more admitted or thought of, they are insufficient. The principal revenues of the Earl of Ellesmere are derived as directly from

the legitimate use of capital and labour, economically and rationally superintended, and in chief directed by himself, as are the profits of any manufacturing establishment in Lancashire. And more, the fortunes of his family began so far back as the Duke of Bridgewater who made the canals, founded them by *self-denial* and personal application which, in other Lancashire men of last century, laid the foundation of wealth in this. Let us briefly review the principal persons and incidents of the Worsley family.

The first distinguished proprietor of Worsley was one named by the chroniclers Elizes, a warrior of great strength and valour, "who fought many combats and duels for the love of our Saviour Jesus Christ, and obtained many victories." (Hopkinson's *Pedigrees*.) The next of note was Olivia, daughter of Geoffrey Byron (an ancestor of Lord Byron). The manor of Swinton, next to Worsley (where that palace-like building now stands, the schools for Manchester pauper children), was given by Geoffrey Byron to the Abbey of Stanlowe in perpetual alms for the good of his soul. This gift has a present interest in relation to the Law of Mortmain. Olivia was married to the owner of Worsley, who, in right of his wife, contested the legality of the alienation of Swinton. Terms were made during his life; but at his death, Olivia of Worsley, on sending her cattle to graze on Swinton Common, had them impounded by the Abbot, as trespassing on the estate alienated by her father's gift. She appealed to the King (Edward I.), who referred the matter to a jury. The jury gave a verdict against the Abbot, casting him in damages and costs. This was one of the suits which are evidence of the jealousy entertained by the laity of priestly aggression at that time.

In the reign of Edward III., Alice, the sister and sole heiress of Sir Geoffrey Worsley, conveyed the estate, by marriage, to Sir John Massey, of Tatton, in Cheshire. After many vicissitudes among the Masesys during the wars of York and Lancaster, the Worsley estate passed by marriage to William Stanley, son and heir of Sir William Stanley, of Holt Castle. Sir William Stanley left a daughter, Joan, who conveyed it by marriage to the Brerets, of Malpas, another Cheshire family. Their grand-daughter, Dorothy, took Worsley as her dowry when that of the Egertons of Tatton. She had no children; but the want was supplied by what the genealogists mark with a crooked line and a blank. The blank should be filled up with the name of Alice Sparke. This Cheshire milk-maid gave birth to a son, Thomas Egerton, who became a barrister, Attorney-General in the reign of Elizabeth, a lawyer of high repute, and a gentleman of worth. At the accession of James I. he was appointed Lord High Chancellor, with the title of Baron Ellesmere, afterwards Viscount Brackley. His son was created Earl of Bridgewater in 1617, and appointed Lord President of Wales and the Marches. They were the Earl's two sons and daughter, Lady Alice, who, by losing their way in the night journeying to Ludlow Castle to join in the festivities which celebrated the Earl's assumption of office, gave Milton the subject of his famous poem, the "Comus." This Earl was succeeded by his son John, in 1649, who died in 1686, leaving a numerous issue, the second son being progenitor of the Egertons of Tatton Park, who for several generations have been members of Parliament for Cheshire.

John, the third Earl of Bridgewater, died in 1701, and was succeeded by his son Scroope, who was created Marquis Brackley, subsequently Duke of Bridgewater, and married the daughter of the second Duke of Marlborough, that exquisite beauty celebrated by Pope. Their daughter married Wriothesley Duke of Bedford; and the Duke of Bridgewater, for second wife, married that Duke of Bedford's sister, by whom he had several children. One was a daughter, who married Granville Leveson, first Marquis of Stafford, the head of the ancient family of Gower, whose lineage is Saxon, and not (like most of the old aristocracy) Norman. This first Duke is said to have planned a canal for carrying coals so early as 1720, but it was not made. He died in 1745, and was succeeded by his son John, who did not live quite three years a Duke. Francis, the next brother, succeeded as third Duke of Bridgewater in 1748. This is he who penetrated into the treasures of the Worsley coal-beds with his canals; who filled Manchester and towns adjacent with fuel; who spanned a navigable river with a navigable canal—the loaded barges and passenger packets crossing over the masts and sails of the river craft; who extended inland navigation until it became a system and a national necessity; who carried the raw and the manufactured material of Lancashire manufactures between Manchester and Liverpool at less than half the cost of previous carriage, and with greater speed; who thus—giving impulse to old industry, and birth to new, to the unspeakable advantage of his country—realised a fortune for himself and heirs such as had never been acquired by doing good to mankind before: this was the illustrious Francis, Duke of Bridgewater. He died in 1808, unmarried. The Dukedom and Marquise expired with him, but the Earldom and minor titles went to his cousin Major-General John Williams Egerton, grand-nephew of the first Duke. He devised most of his personal property, pictures valued at £150,000, money in the funds, £60,000 to his sister's son, George Granville, Marquis of Stafford. The pictures and the reversion of that property, with the Worsley estate, canals and collieries, docks and warehouses held in trust, were to go to the second son of the Marquis of Stafford. His vast landed estates in Cheshire, Shropshire, Staffordshire, Hertfordshire, and North Wales followed the title of Bridgewater. Beside the acquisition of the property thus disposed of, he had in 1797, when the public taxes were insufficient for the emergencies of the country, given £100,000 to the "loyalty loans," which was in fact a gift to the public.

The second son of the Marquis of Stafford, born in 1800, whose fortune it was to possess the reversion of the personal property, the entailed estate of Worsley, and the canals, was known and distinguished in literature as Lord Francis Leveson Gower; when bearing that name he was member of Parliament for Bletchingly (a family borough) and for Sutherland, his mother's county (she was Countess of Sutherland in her own right and owned the whole shire). He was also secretary for Ireland in the Duke of Wellington's ministry, 1829-30. By the Duke of Bridgewater's will he was to assume the name of Egerton on succeeding to the reversionary and trust property. This occurred in 1833, when, became known as Lord Francis Egerton. In 1846 he was created a peer by the title of Earl of Ellesmere and Viscount Brackley, the titles conferred by James I. on his eminent ancestor the Lord Chancellor Egerton and he it is who now possesses Worsley.

The Earl of Bridgewater, who took that minor title on the Duke's death in 1808, died in 1823, and was succeeded by his only brother, who also died without issue, and through whom the title of Bridgewater became extinct in 1833.

It was in 1755-69 that acts of Parliament were obtained, enabling the Duke of Bridgewater to make two canals from Worsley, one to Salford, the other to Manchester, by way of Patricroft and Stratford. The first, at its upper extremity in Worsley, enters the side of a hill, by an arched passage, partly bricked and partly excavated in solid rock, wide enough for the passage of long flat-bottomed boats, of about seven or eight tons burden, which are propelled by the navigators laying hold of hand-rails on each side. This passage penetrates nearly three miles before it reaches the first coal-works. It then divides into two channels, which have been extended with their branches in various directions, still under ground, to the length of nearly forty-five miles. The arch is five feet wide, and about six feet high. It widens further at places, to allow two barges to pass each other.

When the Duke began his works, he possessed only such coal-mines as belonged to the entailed estate lying around Worsley Hall; but subsequently he purchased the additional coal-mines which run under the high grounds between Worsley, Bolton, and Bury, which, with other property about Bolton, obtained only with a view to coals, have, in recent times, given the Worsley family a political influence at Bolton, which not even the achievements of the Anti-Corn Law League in the registration courts could overturn. At all the contests for the county, which enlisted Worsley on one side and Manchester on the other, the polling district of Bolton gave a majority for the former.

It has been said by a writer in the *Quarterly Review* (whom we shall hardly mistake in saying he is the Earl of Ellesmere, such are the particulars of the family related by him), that when the Duke of Bridgewater suddenly left the gay society of London and the horse ring of Newmarket, those with whom he had associated doubted his sanity when they heard his only companion at Worsley in Lancashire were a land agent (Mr. Gilbert) and a mirlwright (Mr. Brindley). In carrying out the great canal scheme, the Duke was reduced to pecuniary straits. The writer just referred to relates, that "It is well known that at one period the Duke's credit was so low that his bill for £500 could scarcely be cashed in Liverpool. Under such difficulties Gilbert was employed to ride round the neighbouring districts of Cheshire, and borrow from farmers such small sums as could be collected from such a source. On one of these occasions he was joined in by a horseman, and after some conversation the meeting ended in an exchange of their respective horses." On alighting afterwards at a lonely inn, which he had not before frequented, Gilbert was surprised to be greeted with evident and mysterious marks of recognition by the landlord, and still more so when the latter expressed a hope that his

journey had been successful, and that his saddle-bags were well filled. He was unable to account for the apparent acquaintance of a total stranger with the business and object of his expedition. The mystery was solved by the discovery that he had exchanged horses with a highwayman who had infested that part of Cheshire, until that horse had become so well known, that its owner had found it convenient to take the first opportunity of procuring one less notorious."

The workings underground at Worsley are on four levels, with canals through them; the main line 9 feet high and 9 feet wide; the water 4 feet deep. Two levels are respectively 56 yards and 83 yards below the main line; the fourth level is 57 yards above that.

Two of these levels were united by an inclined plane by Mr. Gilbert (who was more intimately connected with the Bridgewater canals than he has obtained fame or credit for), some years after the death of Mr. Brindley, the Duke's first and famous engineer. This was in 1796. Brindley was bred a mirlwright, and while yet an apprentice showed his skill in improving the old mill at Congleton, Cheshire. When he first took employment under the Duke, he required only half-a-crown a day; and contracted, or rather offered to contract, for three years at a guinea a week. When any difficulty occurred which he could not easily overcome, he was accustomed to take to his bed and remain without interruption until he had devised means to accomplish the object designed.

Before the canals to Salford and Manchester, crossing the river Irwell by the Barton-bridge Aqueduct, were completed, a much greater scheme was planned by the Duke, which, by the incurrence of some privation on his part, at least the observance of a severe personal economy, was carried out in five years. This was a canal running through Cheshire, parallel to the river Mersey as far as Runcorn, to meet the tidal water from Liverpool. It is on a level all the way, nearly thirty miles; is carried over the river by aqueduct, and descends into the navigable Mersey by locks at Runcorn. This afforded a water carriage between Liverpool and Manchester, in rivalry with the imperfect navigation of the Irwell and Mersey. When the Duke began this, the price of carriage by the river navigation was 12s. a ton between the two towns, while that of land carriage was 40s.; the Duke carried for 6s. a ton.

In 1774 he started two packet-boats, which were towed daily from Manchester to Warrington (about half-way to Liverpool) and back again; the larger carrying 120, the other 80 passengers, at the easy rate of 1s., 1s. 6d., and 2s. 6d. each for the passage, according to the class of cabins occupied. These packets were esteemed to be a great public convenience. This may be estimated now by reference to the other conditions of travelling between Manchester and Liverpool at that time. In 1773, the "Diligence" set out from Manchester, at six o'clock in the morning, passengers breakfasting at Irlam, dining at Warrington, taking tea at Prescot, and arriving at nightfall in Liverpool. This journey occupies from one to two hours by railway.

It may be imagined that the railway between Liverpool and Manchester, opened in 1830, was not unopposed by the Bridgewater Trust interest. The opposition was overcome by allotting 1000 shares to the Trust, and the nomination of three directors to the board. This done, the Marquis of Stafford, principal trustee, facilitated the passage of the bill through Parliament by all his great influence, without which it could hardly have passed.

About half-way between Liverpool and Manchester, this railway passes the insignificant town of Newton-in-the-Wallows, at that time the family borough of the Blackburns, giving two members to Parliament. Mr. Prentice, of Manchester, in his "Historical Recollections," recently published, says, "I recollect, when passing over it (the railway) for the first time, I said to a friend, 'Parliamentary reform must follow soon after the opening of this road. A million of persons will pass over it this year, and see that hitherto unseen little village of Newton; and they must be convinced of the absurdity of its sending two members to Parliament, while Manchester sends none!'"

But Newton, though a family borough of the Leghs and Blackburns, returned at one time a sturdy opponent of Government, for the long period of thirty-seven years—Mr. Shippen, the Joseph Hume of Parliament, so famous in Sir Robert Walpole's time. An anecdote of this gentleman, so characteristic of the frugal habits of nearly all the Lancashire gentlemen of that time. Sir Robert Walpole having said, from experience, that "every man had his price," endeavoured to discover what the price of Mr. Shippen might be. Calling at his lodgings, with the design of discovering his domestic style of life, and intending to be generous, he was told that Mr. Shippen was not within, but would be home to dinner. "What have you got for dinner?" asked the Prime Minister, "Do you think I may take the liberty to wait to share it with Shippen?" "A shoulder of mutton was the reply." "What will you have to-morrow?" "The mutton cold." "And what next day?" "The remainder of the mutton made into broth." "And what after the mutton is done?" "The broth and jannock." (Lancashire bread made of oatmeal.) Sir Robert turned away, and, meeting a confidential friend, said it was hopeless to make terms with a Lancashire Jacobite who lived on broth and jannock!

The great Duke of Bridgewater did not interfere much in politics; his relation, the Marquis of Stafford, held his proxy, and it was generally used in favour of the Whigs previous to the war with France. In Lancashire his political influence weighted the scale of the Earl of Derby's family.

#### OFFICIAL STATISTICS OF THE CRYSTAL PALACE.

(Continued from page 180.)

Date.	Day of the Week.	Number of Persons paying at the doors.	Amount received at the Doors	Estimated Number of Persons entering with Season Tickets.	Total Number of Persons entering Daily, including Staff and Exhibitors' Attendants, as estimated by the Police.	Largest Number of Persons in the Building at any one time.	
						Estimated Number of Persons entering Daily.	Time.
Sept. 1	Monday	49,209	1,000	2,455	9,000	924	40,233
	Tuesday	48,155	1,000	2,407	15,000	1,711	40,666
	Wednesday	41,612	1,000	2,080	12,600	301	41,917
	Thursday	42,758	1,000	2,187	18,000	1,451	44,209

## BRITISH AND FOREIGN COMMISSIONERS OF THE GREAT EXHIBITION.

THE EARL OF ROSSE, LL.D., K.P.,

PRESIDENT OF THE ROYAL SOCIETY, ROYAL COMMISSIONER.  
WILLIAM PARSONS, third Earl of Rosse, born at Birr Castle, King's County, Ireland, in the July of 1800; was educated by private tutor; entered Trinity College, Dublin, in 1818, and continued a student of that university for two years, during which he passed every examination and obtained premiums and certificates both in science and classics. In 1821 he passed by *ad eundem* to Magdalene College, Oxford, where he was first class in mathematics in 1822. In 1831 he was elected member of Parliament for the King's County, for which he sat until 1834; but his time was chiefly devoted to mathematics, astronomy, and the physical sciences. In 1828 he first turned his attention to mechanics, and constructed an engine in which compressed air was made to serve in the stead of steam. About the same time he built his foundries, &c., and began to direct his attention to the improvement of telescopes. His first large reflector was set up in his lawn in 1831. The speculum for the great telescope was cast in April, 1842, of which at the time we gave a full description. The progress of discovery with this magnificent instrument has been annually recorded in the "Transactions" of the Royal Society, and at the annual meetings of the British Association.

His Lordship succeeded his father in 1841, was elected a representative Peer in 1845, and President of the Royal Society, on the retirement of the Marquis of Northampton, in 1849.

In 1836 his Lordship married the eldest daughter of the late J. Wilmer Field, of Heaton Hall, Yorkshire, and has by her a son, Lawrence Lord Oxmantown, and several other children.

Our Portrait is from a Daguerreotype by Claudet.

THOMAS BAZLEY, ESQ.,

PRESIDENT OF THE MANCHESTER CHAMBER OF COMMERCE. ROYAL COMMISSIONER.

THE President of the Manchester Chamber of Commerce, eldest son of Thomas Bazley, was born at Gilow, near Bolton, in the May of 1797, educated at Bolton Grammar School, of which the Rev. Dr. Wilton was then head-master, and when about fifteen years of age was apprenticed to learn cotton spinning in the factory of Ainsworth and Co., previously Sir Robert Peel and Co., when the father of the late Baronet was head of the firm.

At the age of twenty-one Mr. Bazley began business on his own account at Bolton, and in 1822 removed to Manchester.

The firm of Gardiner and Bazley, of which he is now the leading member, have two mills in Manchester spinning fine cotton yarn, and two others at Haliwell, near Bolton, employed, one in fine yarn spinning, and one in doubling into lace, Lisle, and sewing thread the products of the other three. They have upwards of 160,000 spinning and doubling spindles, employ 1400 hands, and may be said to have dependant upon them about 4000 persons. They have established in connexion with their factories schools and a lecture and reading-room.

Mr. Bazley was director of the Chamber of Commerce, in the December of 1838, when Mr. J. B. Smith, now M.P. for the Stirling Burghs, brought forward his motion for the total and immediate repeal of the Corn Laws, and, on the resignation of the directors, was the only one of the old who had a place on the new direction. He was one of the earliest members of the Manchester Anti-Corn Law Association and of the council of the League; and in 1839 went with Richard Cobden and the late John Brooks, whose earnestness and liberality in the cause of the enfranchisement of commerce were unsurpassed, to Liverpool, to open there the Free Trade campaign. The meeting was held in the Music Hall, and on that occasion Mr. Bazley made his first public speech.

Having held previously the office of Vice-president, he was elected President of the Chamber of Commerce in 1845, and in that capacity received in 1846 a remarkable letter from the late Sir Robert Peel, stating his satisfaction at the cessation of agitation in the manufacturing districts, and expressing the hope that, now Free Trade was accomplished, all classes of industry would become united in harmonious efforts for the prosperity of all; and at one of the first meetings of the Royal Commissioners, in 1850, Sir Robert Peel speaking with him of the results of Free Trade, Mr. Bazley stated that he had never known the working people of Lancashire and Yorkshire so well employed, prosperous, and contented, and in the enjoyment of so many of the comforts of life. Sir Robert's reply is worthy of note: "he was exceedingly pleased to hear it, and he hoped the people would keep what they had got."

In 1828, Mr. Bazley married Eliza, daughter of Sebastian Nash, Esq., and has by her a son, who is now at Trinity College, Cambridge, and is shortly to enter upon business with his father.

SIR STAFFORD NORTHCOTE, BART.

THE subject of our memoir, eldest grandson of the late Baronet, and son of Henry S. Northcote, Esq., formerly member for Hayesbury, by Agnes, daughter and heiress of Thomas Cockburn, of the East India Company's service, was born at London, Oct. 27, 1818, was sent to Eton in 1831, and was a pupil there of the Rev. Edward Coleridge. In 1836, he entered Balliol College, Oxford; was elected to a scholarship in the same year, and in 1839 took first class in classics, and the degree of B.A. He entered the Inner Temple in 1840, and was called to the Bar, but never practised. In 1842 he was appointed secretary to Mr. Gladstone, then Vice-President, and afterwards, in May, 1843, President of the Board of Trade. In February 1845, on Mr. Gladstone's retirement from the Government, on the Maynooth Grant question, Mr. Northcote was appointed legal assistant to the Board of Trade. Mr. Gladstone again taking office as Colonial Secretary in December, 1845, Mr. Northcote once more became his secretary, and, on the resignation of the Peel Ministry, in 1846, resumed his duties at the Board of Trade, in which office he continued until the summer of 1850, acting also as one of the committee of management of the School of Design, on which he was placed in 1847.

On the issue of the Royal Commission, Mr. Northcote was appointed joint secretary with Mr. Scott Russell.

In 1849, a short review of the history of the Navigation Laws, published during the progress of the Government measure through Parliament, and which abounded with important facts in favour of free trade, was attributed to Mr. Northcote.

In the summer of 1850, Mr. Northcote resigned his office at the Board of Trade.

In the March of 1851, Mr. Northcote succeeded to the title.

In August, 1843, the hon. Bart. married Cecilia, eldest daughter of the late Thomas Farrer, Esq., of Lincoln's Inn-fields, and has by her three sons and a daughter. At Christmas, 1850, he was appointed to the commission of the peace for the county of Devon.

CHARLES WENTWORTH DILKE, ESQ.

MR. DILKE, only son of C. W. Dilke, Esq., by Maria Dover, daughter of Edward Walker, Esq., of the East India Company's service, was born in London, in February, 1810; at nine years of age Mr. W. Dilke was sent to Westminster school, and when about sixteen had reached the sixth or highest form. Being too young for the University, Mr. W. Dilke went with his father to Italy, where he remained at Florence, under the care of an English literary friend, for eighteen months. On his return to England, in 1828, he entered Trinity Hall, Cambridge, and in 1834 took his degree of B.C.L. in the year 1840. Mr. Dilke married Mary, the only child of Captain William Chatfield. Mr. and Mrs. Dilke have, we believe, two children, Charles Wentworth and Ashton Wentworth.

In 1831 Mr. Dilke's father became proprietor of the *Athenaeum*; and the subject of our memoir, from the time of his leaving the University until the retirement of Mr. Dilke, sen., from the active duties of editor, gave his attention to the *Athenaeum*.

In 1844, Mr. Dilke became a member of the Society of Arts, and in the first year of his membership was elected upon the council, on which he continued to serve for two years, when, finding his time was too fully occupied by the *Athenaeum*, he retired.

In 1844 he was one of the ten or twelve members of the Society of Arts who subscribed ten guineas each for the purpose of ascertaining the feeling throughout the country with regard to a Great Exhibition of British manufactures; and, amongst other gentlemen who came forward on that occasion, the names of Robert Stephenson and Mr. Fothergill Cooke deserve particular mention. The former offered the sum of £1000, the latter of £500, towards the accomplishment of the then projected exhibition. In 1849 Mr. Dilke was again elected a member of the council of the Society of Arts, and shortly afterwards one of the Executive Committee of the Great Exhibition, his constant engagements upon which again obliged him to resign his seat at the council of the society.

## HENRY COLE, ESQ.

THE subject of our memoir, eldest son of Captain Cole, was born at Bath, on the 15th of July, 1808, and in right of the estates which his ancestor, Thomas Lockington, treasurer in the early part of the seventeenth century, had bequeathed to Christ's Hospital, was educated at that institution, where he obtained the rank of Deputy Grecian, and was therefore next in distinction to being passed on to the university, in which case he would have entered the Church. At the age of fifteen, however, he left the school, and entered the public service as a clerk in the Record Commission, under Sir Francis Palgrave, present Deputy Keeper of the Public Records.

With Mr. Charles Buller, he was active in promoting the reform of the Record Commission; and, upon the re-organisation of the system of keeping of public records, he was appointed an Assistant Keeper, on the recommendation of the late Lord Langdale, an office which he at present holds without salary. During the inquiries into the Record Commission in 1836, he published a pamphlet pointing out the defective mode of taking evidence by committees, and suggested remedies which the late Sir Robert Peel brought before the House and caused to be adopted. Subsequently Mr. Cole wrote an article in the *Westminster Review*, showing the defects inherent in committees consisting of large numbers, and the result of this paper was to cause election committees to be reduced to five, and the number on other committees limited to eleven.

In 1837, jointly with Mr. Charles Buller, Mr. Cole attempted to establish a threepenny weekly newspaper, "The Guide," but was compelled to abandon the project after an effort of three months.

In 1838, he was requested by a committee of merchants (of which Mr. Joshua Bates was chairman, and Mr. George Moffatt treasurer, and which was organised for the purpose of carrying the Penny Postage measure) to act as their secretary, and for two years he served in that capacity; and on the success of the measure, and after having been awarded one of the four prizes of £100 for suggestions respecting postage stamps, &c., offered by the Government, was appointed by the Treasury to assist Mr. Rowland Hill, at the Treasury, in the practical introduction of the system. He was the author of several pamphlets and reviews on the postage question.

In 1838, Mr. Cole published King Henry VIII's *Scheme of Bishoprics*, with notices of the state of education at the period of the Reformation; and in the same year, he wrote an article in the *Westminster Review* on "Wood-engraving," in which he pointed out that occupation to be one suitable for women. The suggestion was soon afterwards adopted at the Government School of Design, at Somerset House, where a wood-engraving class for girls was established. This circumstance served to fix the attention of Mr. Cole on the School of Design and its practical importance to manufactures, and afterwards led him to endeavour to connect the best artists with the best manufacturers, who jointly produced a series of works known as "Summerly's art manufactures." The name, however, took its rise in connexion with a handbook on Hampton Court, in 1841, which was followed by similar handbooks on Westminster Abbey, Rochester, Canterbury, and other places, the illustrations for which were entirely engraved by ladies. Mr. Cole also published several handbooks on the National Gallery—one at the price of a penny, in order to test Mr. Joseph Hume's assertion and the Government doubts, whether a cheap catalogue were possible; and the result of this competition with the official shilling catalogue was the production of a far more correct and enlarged official account at fourpence. An extensive series of charts to the Metropolitan railways were published by him as "Felix Summerly."

In 1846 Mr. Cole became a member of the Society of Arts, which had just begun to revive from its lowest point, owing to the exertions of Mr. Scott Russell. The number of contributing members then on the books scarcely exceeded 500. Mr. Cole submitted various suggestions to the council for increasing the efficiency of the Society, especially in the direction of manufacturing art; and generally to promote the combination of improved art with manufactures. In 1847 Mr. Cole became a member of the council of the Societies; and, amidst much indifference, he essentially aided in reviving the exhibition of manufactures which took place in that year, and which was the first in the Society in which manufactures, as distinguished from machinery, were the chief feature.

In the autumn of 1848 Mr. Cole was commissioned by the Board of Trade to report on the best means of increasing the efficiency of the schools of design; but, after presenting these reports, found himself under the necessity of relinquishing the appointment.

The third exhibition of manufactures of the Society of Arts was held in 1849, with increased success. For the purpose of witnessing the working of the French Exposition held in that year in Paris, Mr. Cole went there accompanied by Mr. Wyatt, and upon his return was summoned to attend, with Mr. Scott Russell and Mr. Thos. Cubitt, at Buckingham Palace, to hear the views of his Royal Highness Prince Albert in respect to the Exhibition of 1851. Mr. Fuller, also a member of council of the Society, having expressed a confidence that he could find a capitalist who would be willing to aid the *Exhibition* with sufficient pecuniary assistance, was afterwards, by permission of the Prince, invited to accompany these gentlemen. The result of this and the several subsequent meetings we have already given in the memoirs of his Royal Highness and Mr. Scott Russell. Mr. Cole forthwith proceeded to visit the manufacturing districts, to obtain the co-operation of manufacturers, and attended several meetings to explain the views of the Prince. Mr. Cole was named by the Society of Arts as one of the Executive Committee, on their behalf; and, before the appointment of the Royal Commission, was actively engaged in all the preliminary arrangements.

Foreseeing that the public, if they identified themselves with the *Exhibition*, would naturally prefer to carry it out by their own means, he obtained the insertion of a clause in the contract with Messrs. Munday, by which it was provided that it might be determined, if it should be the popular wish to cancel it.

Upon the appointment of the Royal Commission, he obtained leave of absence from his duties in the Record Office, abandoning, for the time, his official salary.

As a member of the Executive of the Royal Commission, the apportionment of space, and the arrangement of the articles in the *Exhibition*, have constituted his particular duties, in which he was most materially assisted by Mr. Owen Jones and Captain Owen. With the assistance of Mr. Wallis, Mr. Cole superintended the general arrangement of the manufactures; and, at the request of the contractors for printing the Catalogue, and with the permission of Prince Albert, he wrote the introduction to the larger Catalogue, which presents a brief history of the undertaking.

Since August, 1849, Mr. Cole has been incessantly occupied with the *Exhibition*. He is now chairman of the Council of the Society of Arts, and its numbers considerably exceed 1000 members.

In 1833, Mr. Cole married Marian Fairman, daughter of the late William Andrew Bond, of Ashford, Kent, by whom he has six children. Our portrait is from a Daguerreotype by Claudet.

## MATTHEW DIGBY WYATT, ESQ.

Mr. Wyatt, youngest son of Matthew Wyatt, Esq., the well-known Police Magistrate of Lambeth-street Police Court, born July, 1820, at Rowde, near Devizes, was educated at Mr. Bigg's school in that town; and at the age of sixteen entered the office of his brother, Thomas Henry Wyatt, architect to the Institution of Civil Engineers, Middlesex Hospital, Salisbury Diocesan Church Building Society, &c. His earliest studies were devoted to the combination of art with manufactures, not only in his own special department, but in the most extended application. In 1836 he received a prize for an essay from the Architectural Society. In the practical department of his profession he acquired considerable experience from acting for several years as his brother's sole assistant in managing the duties of one of the largest metropolitan district surveyorships; and after the completion of an unusually long course of professional preparation, he left England in the October of 1844 for the Continent, where for upwards of two years he devoted himself to the study of the principal monuments of art and antiquity in France, Germany, and Italy. During this residence abroad he forwarded some drawings to England, which were exhibited at the Royal Academy, and received highly favourable notices in the public journals. At Christmas, 1846, Mr. Wyatt returned to England, and brought with him a large and valuable collection of sketches, amongst which were a carefully-finished series of studies of the geometrical mosaics of the middle ages, selected from the principal basilicas and churches of Italy and Sicily. The interest excited by these sketches, and the valuable facts illustrative of the history of mosaic-work and its employment in decoration, collected at the same time, induced Mr. Wyatt to read papers, in illustration of the subject, to the Royal Institute of British Architects, the Archaeological Institute, and the Society of Arts. The drawings were subsequently published in a series of coloured lithographs, by Day and Son, reproducing with great accuracy the rich effect of design and colour in the original.

In 1848 Mr. Wyatt undertook the arrangement and decoration of the Adelphi Theatre, and about the same period bestowed a large amount of time and attention on an elaborate work upon artistic designs in metal, the carefully coloured illustrations of which are mostly from his own hand.

In 1849, on the occasion of the Exposition of Industry at Paris, Mr. Wyatt was selected by the Society of Arts to visit Paris, for the purpose of reporting upon the exhibition. In the report, which afforded much valuable information, Mr. Wyatt gave, by way of introduction, a complete history of the origin and progress of the French industrial expositions. On his return to England, Mr. Wyatt found, that, in his absence, he had been selected to occupy the position of secretary to those members of the Society of Arts who had set on foot the project of the Great Exhibition. Travelling with them in the prosecution of the inquiries entrusted to them by his Royal Highness Prince Albert, Mr. Wyatt visited, during the months of August and September, 1849, the chief seats of manufacture in the kingdom, and assisted in the collection of the mass of information which subsequently formed the basis of many arrangements. On the issue of the Royal Commission, Jan. 3, 1850, Mr. Wyatt was formally confirmed in his appointment; and from that period until the middle of April his attention was devoted to the conduct of the correspondence, and other important duties connected with the transaction of the vast and complicated business of the Executive Committee. In that month, on the reception of the competition designs for the Building Committee in the analysis of the numerous plans brought under their review; and from that time until the present his services have been rendered mainly in matters connected with the Building, and he has, in conjunction with Mr. Owen Jones and Mr. Wild, given his constant attention to the constructional details and practical department of the works.

## WILLIAM EDMOND LOGAN, ESQ., F.R.S., F.G.S.

DIRECTOR OF THE GEOLOGICAL SURVEY OF CANADA, AND ONE OF THE COMMISSIONERS REPRESENTING CANADA AT THE EXHIBITION.

THE subject of our memoir, second son of William Logan, of Clarkston, Stirlingshire, was born at Montreal, Lower Canada, whither his grandfather had emigrated from Scotland in the April of 1798. He was educated at Dr. Shakel's, of Montreal; and in 1818 was sent from Canada to the High School of Edinburgh, and attended the class of Mr. Pillans, then rector of the school, now one of the professors of the University. In 1817 he quitted the University, and entered the counting-house of his uncle, Mr. Hart Logan, late M.P. for East Suffolk, who was engaged in the general Canadian trade. In 1823 he became a partner in the firm, and in the same year paid a visit to Canada.

Subsequently his uncle formed a commercial connexion with Mr. Starling Benson, and jointly with him became largely engaged in the working of gold and smelting of copper at Swansea. In 1830 Mr. Logan retired from the Canadian business, and undertook, with Mr. Starling Benson, Jun., the management of the works in Wales. This was the turning point of his life. His attention became earnestly devoted to the examination of the coal-field of South Wales; and for seven years, with the exception of a three months' travel through France, Spain, and Portugal, he gave every moment that could be spared from actual business to a detailed survey of about one half of the South Wales coal-field, and which comprehended the entire country from Neath Valley to Carmarthen Bay. About the same time he became a Fellow of the Geological Society; and in 1837, having almost completed, exhibited, at the meeting of the British Association in Liverpool, his coal-field map, on which were marked the distribution of the several workable seams, their faults and dislocations, and read a paper to the geological section chiefly on the subject of the dislocations. He soon after presented the map to Sir Henry de la Beche, for the use of the Government Geological Survey, and on examination it was found so accurate that it was adopted without the slightest alteration, and now forms part of the published sheets of the Geological Survey of Great Britain.

In 1838 his uncle died; and in the following year Mr. Logan went to Canada, and employed the intervals of business in making a collection of birds and insects, which he presented to the Swansea institution.

On his way back to England, he visited the anthracite coal regions of Pennsylvania, and the bituminous fields of Nova Scotia; and, upon examination, found the most complete confirmation of the views he had previously propounded in the paper read to the Geological Society.

In 1839 the Welch Smelting Works were sold, and Mr. Logan retired from the firm.

In 1840, the Canadian Government voted a sum of £1200 for a geological survey of Canada, and sent the name of Mr. Logan to the Home Government for confirmation as director of the survey. The appointment was at once offered him by Lord Stanley, then at the head of the Colonial Office, and accepted by Mr. Logan, who, in August, 1842, re-crossed the Atlantic, and spent the remainder of the season in making a preliminary examination, "with the view of recommending such a plan of investigation as might promise to lead to the most speedy and profitable development of the mineral resources of the country."

On New Year's Day, 1843, he once more took ship for England, to complete the arrangements required by his retirement from business, and in the Spring returned to resume the labours of his survey, for which, in 1845, an act of the Canadian Legislature was passed, establishing the survey, without a single dissentient voice, for five years, and granting a fund of £1600 a year for the purpose, and which was again, with the like unanimity, renewed last year.

The area entrusted to Mr. Logan for survey consists of 330,000 square miles; and his permanent staff, of a chemist, Mr. J. S. Hunt, known as an able contributor to the *Philosophical Magazine*; one geological assistant, Mr. Alexander Murray, who for some time lent his services as a volunteer to Sir Henry de la Beche, in the English survey, and won the esteem of Sir Henry by his diligence, knowledge, and activity. He is most enthusiastic in his profession, contributes an annual report, has proved of great efficiency, and has a special exploration committed to him.

The collections of minerals, geological specimens, &c., made during the survey, are intended to form a provincial museum; those shown at the *Exhibition*, and which were collected within two months, on a special tour for the purpose, by Mr. Logan, fairly represent the mineral economic material of the country, so far as they are known. The main part of the collection, comprising, amongst other matters, native gold, from the working of the Chaudiere Mining Company, and other parts of the district lying to the south-east of the prolongation of the Green Mountains, into Canada, was shown at the Montreal preliminary exhibition, in October, 1850, upon which Mr. Logan was one of the commissioners. He was afterwards nominated to proceed to England, in charge of the minerals, which he arranged in the Canadian department of the Great Exhibition. He was subsequently appointed on Jury, Class No. 1, minerals and their products, of which Sir Henry de la Beche is chairman, and M. Dufrenoy, Director of Mines in France, vice-chairman and reporter.

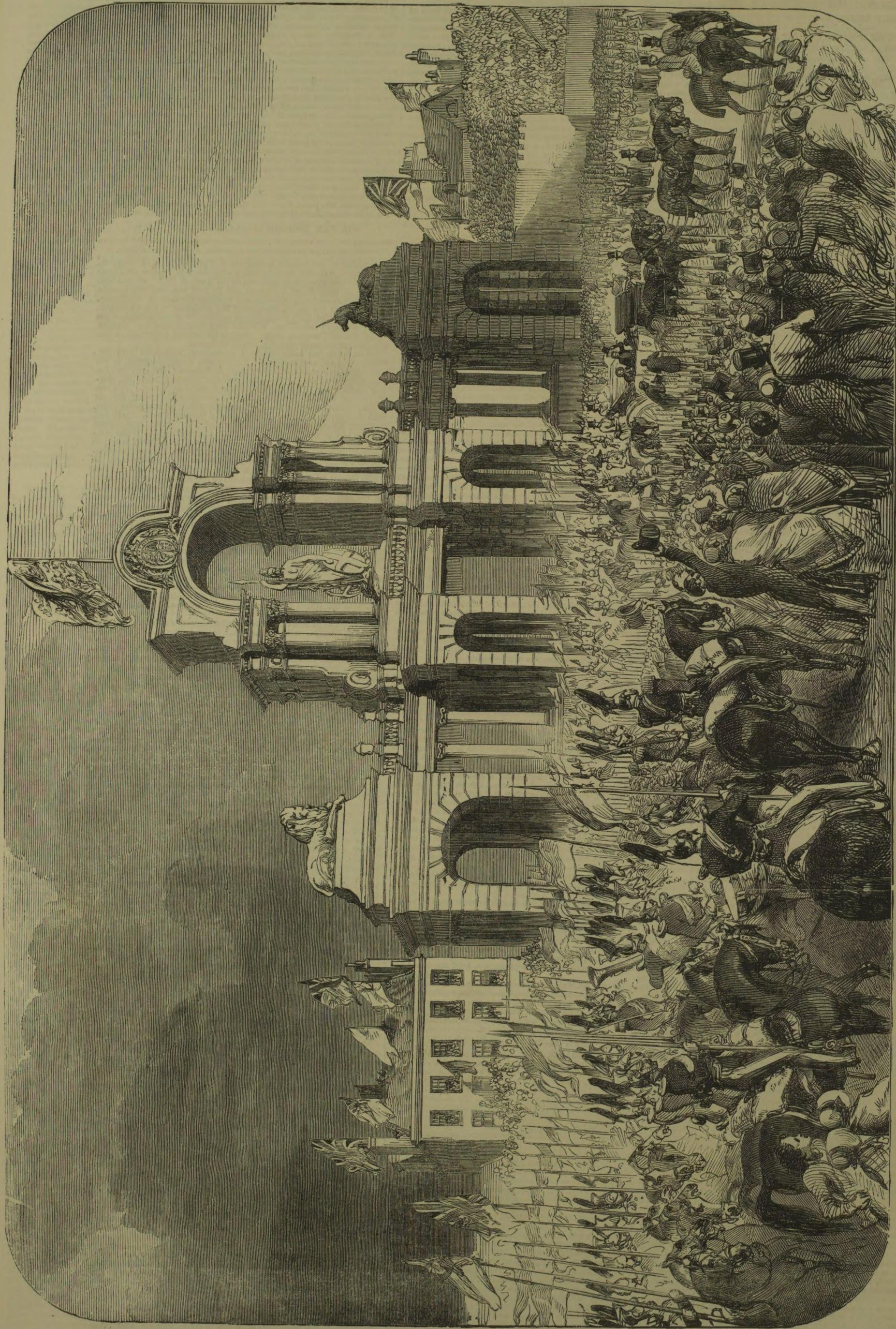
At the late election of the Royal Society, June 5, Mr. Logan was chosen a fellow.

Our portrait is from a Daguerreotype by Claudet.

## EDWARD RIDDLE, ESQ., UNITED STATES COMMISSIONER.

MR. RIDDLE was born in Philadelphia, in 1818. His father and mother died when he was quite a child, and he was left uneducated and entirely unprovided for. Now, however, he has one of the largest and most prosperous commission houses in the city of Boston. He is self-taught, and owes his success to his indomitable perseverance.

After some



THE ROYAL PROCESSION AT WINDSOR BRIDGE ARCH, SALFORD;